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PUBLIC UTILITIES COMMISSION

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



April 30, 2010

File Number: G.10-02-003
60 & 710 Fwy Grade Separations
Los Angeles County

John C. Miller
Engineering Project Manager
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012

Re: General Order 88-B Request for Authority to Alter Five Grade-Separated Highway-Rail Crossings of the Gold Line Eastside Extension along Third Street, beneath the SR-60 Freeway and I-710 Freeway Structures in Los Angeles County.

Dear Mr. Miller:

This refers to your letter, dated February 2, 2010, received February 4, 2010, requesting authorization, pursuant to Commission General Order (GO) 88-B, to alter the five existing grade-separated crossings (crossings) of Los Angeles County Metropolitan Transportation Authority (Metro) Gold Line Eastside Extension Light Rail tracks beneath the SR-60 Freeway and I-710 Freeway Structures in Los Angeles County (County), identified as CPUC Crossing Numbers:

84E – 4.20-A	SR-60 Freeway WB Connector
84E – 4.25-A	SR-60 Freeway Over Light Rail
84E – 4.83-A	I-710 Freeway SB Connector
84E – 4.87-B	I-710 Freeway Below Light Rail
84E – 4.90-A	I-710 Freeway SE Connector

Metro currently operates two light rail tracks in the median of Third Street. The tracks are separated from adjacent vehicular lanes by means of concrete mountable curbs. There is one lane of vehicle traffic on each side of the median.

Construction of the light rail tracks along Third Street beneath the freeway structures at the subject crossings resulted in the overhead contact wire being lower than the 18 feet above top of rail requirement in Commission General Order 95 at vehicle or pedestrian crossings. Commission Decision 05-09-035 authorized the construction of the subject crossings with impaired clearances, provided that specific means be included to prevent vehicle access to the paved track areas beneath

the grade separated structures. These additional measures included a non mountable curb with an 8 inch height toward the vehicle lanes and delineators mounted on top. Additionally, “no vehicle on tracks” signs mounted on individual poles facing the roadway were installed at intervals in the low wire clearance areas.

During pre-revenue testing and operation of the Gold Line Eastside Extension, damage to the delineators was experienced and some were found on the tracks. Metro also noted that it would be more beneficial to reduce sign clutter and confusion by reducing the number of posted “no vehicle on tracks” signs.

Metro proposes to remove the delineators on top of the mountable curb at the subject crossings and paint the non mountable curb yellow. Metro will also install yellow reflectors on top of the non mountable curb at 14 feet intervals. In addition, Metro will relocate the “no vehicle on tracks” signs from their individual poles onto the OCS poles; and install “danger high voltage” signs on OCS poles near the beginning and intermittently in the low wire clearance areas.

The Commission’s Rail Crossings Engineering Section (RCES) investigated the request by Metro and finds it adequately addresses compliance and safety. As Metro and the County 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 February 2, 2010, and summarized above are authorized. Improvements shall comply with all applicable Commission General Orders and the California Manual on Uniform Traffic Control Devices published by the California Department of Transportation.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended. [California Pubic 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, the Commission’s Rail Crossing Engineering Section (RCES) may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, Metro 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 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 .

John C. Miller
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Sincerely,

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

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

C: John Huang, Los Angeles County Department of Public Works
Vijay Khawani, Metro
Abdul Zohbi, Metro