

PUBLIC UTILITIES COMMISSION

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



April 5, 2011

File Number: G.11-02-018
San Gabriel River Bridge (Overpass)
City of Irwindale, Los Angeles County

Chris Burner
Chief Project Officer
Metro Gold Line Foothill Construction Authority
406 East Huntington Drive, Suite 202
Monrovia, CA 91016

Re: General Order 88-B Request for Authority to Alter two (2) San Gabriel River Grade Separated Crossings, identified as CPUC Crossing No. 101PA-119.5-BD (PED) and CPUC Crossing No. 101PA-119.4-BD (bike) and DOT No. 026626E, in the City of Irwindale, Los Angeles County.

Dear Mr. Burner:

This refers to your letter, dated February 24, 2011 (received on February 25, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing grade separated crossings of Los Angeles County Metropolitan Transportation Authority (LACMTA) Pasadena to Azusa subdivision tracks and two San Gabriel River Grade Separated Crossings in the City of Irwindale (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 101PA-119.5-BD (Pedestrian) and CPUC Crossing No. 101PA-119.4-BD (bike) and DOT No. 026626E.

The San Gabriel River bridge, containing one mainline freight track, crosses over the San Gabriel River in the City of Irwindale, Los Angeles County. The Metro Gold Line Foothill Extension Construction Authority (Foothill Construction Authority) as Trustee to the LACMTA proposes the following alterations:

- Remove the existing freight track and bridge superstructure over the River;
- Structurally modify the existing pier caps and abutment bearing areas, fabricate a new steel and reinforced concrete two – track deck and appurtenances;
- Install two new light rail tracks on new structurally modified bridge; and
- Install an Overhead Catenary System (OCS) for 750 volt DC power on bridge structure.

The existing west pedestrian underpass, used for Los Angeles County Employee access, shall be protected in place. The existing east bike underpass, used by the public shall be protected in place

and returned to its original state construction. The existing height for both crossings will be maintained and shall not be less than recommended 8 foot standard.

The removal of the freight train track and all alterations will occur following the Surface Transportation Board's (STB) approval of BNSF Railway Company's (BNSF) application for discontinuance of all freight service west of the San Gabriel River Bridge. The San Gabriel River grade-separated crossings lie within this western segment of track that BNSF will abandon freight service on. After the STB approval and transfer of ownership to LACMTA, the proposed new crossing identification numbers will be CPUC Crossing No. 84P-21.41-BD (Ped) and 84P-21.53-BD (Bike).

The design-build contractor is responsible in meeting the terms and conditions of the perspective specifications of the contract that will require submittal of a Traffic Maintenance Plan design that maintains access. The design-builder shall employ standard scaffolds overhead protection to maintain bicycle and pedestrian traffic during construction at the San Gabriel River.

After the completion of the bridge structure, and acceptance by LACMTA, the operation and maintenance of the crossings with the two light rail tracks and OCS will be the responsibility of LACMTA.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by the Metro Gold Line Foothill Construction Authority, and finds it adequately addresses compliance and safety. As Foothill Construction Authority, BNSF, the City and SCRRA 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 February 24, 2011 letter and summarized above are authorized.

As modification of an existing grade-separated crossing, this portion of the project is statutorily exempt from the requirements of the California Environmental 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, RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, Foothill Construction Authority 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.

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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 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: Melvin Thomas, BNSF Railway Company, 740 East Carnegie Drive, San Bernardino, CA 92408
Naresh Patel, 700 South Flower Street 26th Floor, Los Angeles, CA 90017
Habib Balian, Foothill Construction Authority, 406 E. Huntington Drive, Suite 202, Monrovia, CA 91016
John Miller, LACMTA, One Gateway Plaza – Mail Stop: 99-18-8, Los Angeles, CA 90012
Kwok Tam, City of Irwindale, 5050 N. Irwindale Avenue, Irwindale, CA 91706
Amir Zandieh, LA County Dept of Public Works, 900 S. Fremont Ave., Alhambra, CA 91803