

PUBLIC UTILITIES COMMISSION

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



April 15, 2011

File Number: G.11-03-004
1st Avenue and Clara Street
City of Arcadia, Los Angeles County

Christopher Burner
Chief Project Officer
Metro Gold Line Foothill Extension Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633

Re: General Order 88-B Request for Authority to Alter the 1st Avenue and Clara Street Highway-Rail Crossing, identified as CPUC Crossing No. 101PA-124.10 and DOT No. 026240G, in the City of Arcadia, Los Angeles County.

Dear Mr. Burner:

This refers to your letter, dated March 2, 2011 (received on March 4, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing 1st Avenue and Clara Street at-grade crossing of Los Angeles County Metropolitan Transportation Authority (LACMTA) Pasadena to Azusa subdivision tracks in the City of Arcadia (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 101PA-124.10 and DOT No. 026240G.

The 1st Avenue and Clara Street at-grade crossing currently is a two freight mainline track crossing that runs through the intersection of 1st Avenue and Clara Street. 1st Avenue is a four lane roadway, two lanes in each direction and Clara Street is a two lane roadway, one lane in each direction. The 1st Avenue and Clara Street at-grade crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices on 1st Avenue and two median mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices on Clara Street. LACMTA owns the right-of-way, which is currently used only for freight rail service by BNSF Railway Company (BNSF) freight trains. The Southern California Regional Rail Authority (SCRRA) does not operate trains over this crossing, however since LACMTA is a member agency of SCRRA, SCRRA does the dispatching and maintenance along this line.

The Metro Gold Line Foothill Extension Construction Authority (Foothill Construction Authority) as Trustee to the LACMTA proposes the following alterations:

- Remove the existing two freight main line tracks and install two new light rail tracks in its place;
- Install an Overhead Catenary System (OCS) for 750 volt DC power;
- Install four new curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices with 12" LED flashing lights, two on 1st Avenue and two on Clara Street;
- Install four curb mounted Commission Standard 9-E (flashing light signal assembly with automatic gate arm installed on the departure side of the at-grade crossing, also known as an

- exit gate) warning devices with 12-inch LED flashing lights, two on 1st Avenue and two on Clara Street;
- Install Commission Standard 9 pedestrian gate warning devices in combination with swing gates at all pedestrian sidewalk approaches to the crossing;
 - Install Americans with Disabilities Act (ADA) compliant detectable warning tactile strips and on all sidewalk approaches to the crossing;
 - Install one Commission Standard 8 (flashing light signal assembly) warning device with 12-inch LED flashing lights on the northwest quadrant in-between the two tracks;
 - Construct an 8-inch in height, 2-feet in width and 100-feet in length raised center median on the four approaches with breaks at the pedestrian crosswalk locations;
 - Install new traffic signal operation to provide interconnection with traffic signal system to monitor crossing operation and safety and provide advanced preemption at the crossing;
 - Install concrete crossing panels surfacing for both tracks;
 - Install a vehicle presence detection system (loop detector system) for the 9E exit gates;
 - Install fencing along the right of way to the swing gates to prevent trespassers on right-of-way;
 - Install W10-7 train activated blank out signs for 1st Avenue northbound and southbound approaches and for Santa Clara Street eastbound and westbound approaches per plans; and
 - Application of MUTCD compliant signage and pavement markings, including W10-1 advance warning signs, W48 (CA) 2 tracks signs, R10-6 'STOP HERE ON RED' signs, R10-11 'NO TURN ON RED' signs, R3-4 'NO U-TURN' signs and RxR pavement markings per plans.

The removal of the freight train track and all alterations will occur following the Surface Transportation Board's approval of BNSF Railway Company's (BNSF) application for discontinuance of all freight service west of the San Gabriel River Bridge. The 1st Avenue and Clara Street at-grade crossing lies 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 number will be CPUC Crossing No. 84P-16.79.

After the completion of the alterations, and acceptance by LACMTA, the operation and maintenance of the crossing 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 Foothill Construction Authority and finds it adequately addresses compliance and safety. As Foothill Construction Authority, LACMTA and City 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 March 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.

Christopher Burner
G.11-03-004
April 15, 2011
Page 3 of 3

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 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.

Foothill Construction Authority should also submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. 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: Habib Balian, Foothill Construction Authority, 406 E. Huntington Drive, Suite 202, Monrovia, CA 91016
John Miller, LACMTA, One Gate Plaza – Mail Stop: 99-18-8, Los Angeles, CA 90012
Philip Wray, City of Arcadia, 240 West Huntington Drive, PO Box 60021., Arcadia, CA 91066
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