

PUBLIC UTILITIES COMMISSION

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



April 8, 2011

File Number: G.11-03-005
Huntington Drive Underpass
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 Huntington Drive Underpass Grade Separated Highway-Rail Crossing, identified as CPUC Crossing No. 101PA-123.80-B and DOT No. 026239M, 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 grade separated crossing of Los Angeles County Metropolitan Transportation Authority (LACMTA) Pasadena to Azusa subdivision tracks over Huntington Drive in the City of Arcadia (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 101PA-123.80-B and DOT No. 811015E

The Huntington Drive Underpass steel bridge structure, containing one freight mainline track, crosses over Huntington Drive in the City of Arcadia, Los Angeles County. 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:

- Rehabilitate the existing steel bridge structure;
- Remove the existing freight main line track and install one new light rail track in its place;
- Construct an additional steel bridge structure west of and parallel to the existing structure;
- Install one light rail track on the second steel bridge structure;
- Install an Overhead Catenary System (OCS) for 750 volt DC power on both bridge structures; and
- Install fencing along the right of way to prevent trespassing.

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 Huntington Drive grade-separated crossing lies within this western segment of track that BNSF will abandon freight service on. After the completion of the new steel bridge structure, rehabilitation of the second structure, 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. After the STB approval and cessation of freight service, SCRRA will no longer provide any dispatch service for track west of the San Gabriel River Bridge. The new crossing identification number will be CPUC Crossing No. 84P-17.05-B.

The minimum permanent vertical clearance of 15 feet 0 inches, is in compliance with the minimum clearance requirements specified in Commission General Order (GO) 26-D of 15 feet 0 inches, therefore this authorization does not require a temporary or permanent clearance deviation.

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.

As modification of an existing grade-separated crossing, this 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.

Christopher Burner
G.11-03-005
April 8, 2011
Page 3 of 3

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 initial "D".

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