

## PUBLIC UTILITIES COMMISSION

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May 11, 2011

File Number: G.11-03-016

Cities of Duarte and Monrovia, 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 Mountain Avenue At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 101PA-121.50 and DOT No. 026232P, in the City of Duarte and the City of Monrovia, Los Angeles County.**

Dear Mr. Burner:

This refers to your letter, dated March 14, 2011 (received on March 23, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing Mountain Avenue at-grade crossing of the Los Angeles County Metropolitan Transportation Authority (LACMTA) Pasadena to Azusa subdivision tracks in the Cities of Duarte and Monrovia (Cities), Los Angeles County. The crossing is currently identified as CPUC Crossing No. 101PA-121.50 and DOT No. 026232P.

The Mountain Avenue crossing is a four lane roadway over one freight track. Currently the crossing is equipped with raised medians separating the northbound and southbound vehicular approaches to the crossing, two curb and one median mounted Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices, one median mounted Commission Standard 8 (flashing light signal assembly) warning devices, and advance warning pavement markings and signage. East Duarte Avenue runs parallel to the tracks and is the signalized intersection immediately adjacent to and just south of the crossing. 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 existing freight track and install two light rail transit tracks;
- Install concrete panel crossing surfaces for the two light rail tracks;
- Install an Overhead Catenary System (OCS) for 750 volt DC power;
- Install fencing along the right of way to prevent trespassing;
- Remove existing median and install an 8 inch raised median extending 20 feet on the northbound approach to the crossing;
- Remove existing median and install an 8 inch raised median extending 85 feet on the southbound approach to the crossing;

- Remove existing median and install an 8 inch raised pork chop median on westbound Duarte Avenue for the dedicated right turn lane that leads to northbound Mountain Avenue;
- Install one new curb mounted and one new median mounted Commission Standard 9 warning device for the southbound vehicular approach, with 12" LED flashing lights, at the northwest quadrant of the crossing;
- Install one new median mounted Commission Standard 9 warning device for the northbound vehicular approach, with 12" LED flashing lights, at the southeast quadrant of the crossing;
- Install one new median mounted Commission Standard 9 warning device for the westbound dedicated right turn lane on Duarte Avenue that leads to northbound Mountain Avenue, with 12" LED flashing lights, at the southeast quadrant of the crossing;
- Install Commission Standard 9E (Commission Standard 9 installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices one curb mounted and one median mounted on the southwest and one curb mounted one median mounted on the northeast quadrants of the crossing with vehicle presence detection system;
- Install new traffic signal operation to monitor crossing operation and safety and to provide advanced preemption for the traffic signals at East Duarte Road;
- Install a pre-signal for southbound vehicular traffic on Mountain Avenue along with MUTCD compliant R10-6 (STOP HERE ON RED) and R13A (NO RIGHT TURN ON RED) signage, and WAIT HERE pavement markings;
- Install R3-1 (NO RIGHT TURN) train activated blank out signs at the intersection of Mountain Avenue and Durante Avenue, as shown per plan;
- Install W10-7 train activated blank out signs for the northbound and southbound vehicular approach to the crossing, as shown per plan;
- Install Americans with Disabilities Act (ADA) complaint sidewalks on both sides of the crossing;
- Install ADA compliant standard detectable warning tactile strips on all sidewalk approaches to the crossing;
- Install Commission Standard 9 pedestrian gate warning devices in combination with swing gate on all four sidewalk approaches to the crossing;
- Install handrails on northeast and southeast corners crossing, as shown on plans;
- Construct the relocated driveway at the northwest quadrant of the crossing, as shown in plan;
- Application of MUTCD compliant signage and pavement markings, including W10-1 and W10-2 advance warning signs, W48 (CA) 2 tracks signs, R8-8 (DO NOT STOP ON TRACKS) signs and RxR pavement markings.

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 Mayflower Avenue 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 numbers is CPUC Crossing No. 84P-19.36.

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 14, 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.

This project is statutorily exempt from the requirements of the California Environmental Quality Act of 1970, as amended. [California Public 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](mailto: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](mailto:rces@cpuc.ca.gov).

If you have any questions, please contact Jose Pereyra at 213-576-7083 or [jfp@cpuc.ca.gov](mailto:jfp@cpuc.ca.gov).

Sincerely,



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

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