

PUBLIC UTILITIES COMMISSION

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May 23, 2011

File Number: G.11-03-018
City of Duarte, 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 Highland Avenue At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 101PA-120.40 and DOT No. 026230B, in the City of Duarte, Los Angeles County.

Dear Mr. Burner:

This refers to your letter, dated March 23, 2011 (received on March 24, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing Highland Avenue at-grade crossing of the Los Angeles County Metropolitan Transportation Authority (LACMTA) Pasadena to Azusa subdivision tracks in the City of Duarte (City), Los Angeles County. The crossing is currently identified as CPUC Crossing No. 101PA-120.40 and DOT No. 026230B.

The Highland Avenue at-grade crossing is a four lane roadway traversing one freight track. Currently the crossing is equipped with raised medians separating the northbound and southbound vehicular approaches to the crossing, two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices, and advance warning pavement markings and signage. Highland Avenue curves to the west immediately south of the crossing and transitions to East Duarte Avenue, which runs parallel to the tracks. 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 and crossing approaches to prevent trespassing, as shown in plans;
- Remove existing medians at the crossing and install 8 inch raised median extending 100 feet on the southbound approach and approximately 140 on the northbound approach to the crossing;

- Install one new curb 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 curb 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 median mounted Commission Standard 8 (flashing light signal assembly) warning device for the northbound vehicular approach, with 12” LED flashing lights;
- Install one median mounted Commission Standard 8 warning device for the southbound vehicular approach, with 12” LED flashing lights;
- Install one curb mounted Commission Standard 8 warning device at the west curb line, between the two tracks, for the Duarte Light Rail Transit Station entrance ramp, with 12” LED flashing lights;
- Install curb mounted Commission Standard 9E (Commission Standard 9 installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices on the southwest and northeast quadrants of the crossing with vehicle presence detection system;
- Install Americans with Disabilities Act (ADA) complaint sidewalks on the west side of the crossing;
- Install ADA compliant standard detectable warning tactile strips on the two sidewalk approaches to the crossing and the Duarte Light Rail Transit Station entrance ramp;
- Install Commission Standard 9 pedestrian gate warning devices in combination with swing gate on the two sidewalk approaches to the crossing; and
- Application of MUTCD compliant signage and pavement markings, including W10-1 advance warning signs, W48 (CA) 2 tracks signs, R8-8 (DO NOT STOP ON TRACKS) signage 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’s application for discontinuance of all freight service west of the San Gabriel River Bridge. The Buena Vista 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 numbers is CPUC Crossing No. 84P-20.49.

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 23, 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.

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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 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, Manager
Rail Transit and Crossings Branch
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
Craig Hensley, City of Duarte, 1600 Huntington Drive, Duarte, CA 91010
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