

PUBLIC UTILITIES COMMISSION

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July 12, 2011

File Number: G.11-05-004
City of Azusa, 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 Azusa Avenue At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 101PA-116.90 and DOT No. 026220V, in the City of Azusa, Los Angeles County.

Dear Mr. Burner:

This refers to your letter, dated May 11, 2011 (received on May 12, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing Azusa Avenue at-grade crossing of the Los Angeles County Metropolitan Transportation Authority (LACMTA) Pasadena to Azusa subdivision tracks in the City of Azusa (City), Los Angeles County. The crossing is currently identified as CPUC Crossing No. 101PA-116.90 and DOT No. 026220V.

The Azusa Avenue at-grade crossing is an existing one way roadway with two northbound traffic lanes traversing over two freight tracks. Currently, the crossing is equipped two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices and advance warning pavement markings and signage. There is an existing mid-block pedestrian crosswalk immediately north of the crossing that is unsignalized. 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 north freight track and relocate the existing south freight track further south within the existing right of way;
- Install two light rail transit tracks north of the relocated freight track;
- Install push button-actuate pedestrian walk signals at existing pedestrian crosswalk, north of the crossing;
- Install active blank out R3-2 "NO LEFT TURN" signal as shown in plans;
- Install concrete panel crossing surfaces for the two light rail tracks and one freight track;
- Install an Overhead Catenary System (OCS) for 750 volt DC power;
- Install fencing along the right of way and hand railing along the crossing approaches to prevent trespassing, as shown in plans;

- Install two new curb mounted Commission Standard 9 warning devices, with 12” LED flashing lights, at the southeast and southwest quadrant of the crossing;
- Install near-side and far-side program visibility traffic signals and interconnect with railroad warning devices in conjunction with signs and pavement markings to stop traffic in advance of the tracks;
- Install W10-7 train activated blank out signs for 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 both approaches to the crossing on the west sidewalk;
- Install Commission Standard 9 pedestrian gate warning devices in combination with swing gate on both sides of the freight track and on both sides of the light rail tracks for the east sidewalk; and
- Application of MUTCD compliant signage and pavement markings, including W10-1 advance warning signs, W48 (CA) 3 tracks signs, R6-1 (ONE WAY) signage, R8-8 (DO NOT STOP ON TRACKS) signage, WAIT HERE pavement markings and RxR pavement markings.

In addition, the Commission Standard 9 pedestrian warning devices located on the east sidewalk will operate independently based upon activation from either freight or light rail trains. The east sidewalk will have an entrance walkway to the south platform for the Azusa-Alameda Light Rail Station that is located between the southern light rail track and the freight track. Commission Standard 9 pedestrian warning devices positioned at the freight track will activate upon preemption by approaching freight trains. The Commission Standard 9 pedestrian warning devices positioned at the light rail tracks will activate upon preemption by approaching light rail trains.

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 proposed new crossing identification number for the light rail crossing is CPUC Crossing No. 84P-24.01.

As an agent of LACMTA, SCRRA will continue with the dispatch and maintenance responsibilities of the existing freight mainline track. The existing freight crossing will continue to be identified as CPUC Crossing No. 101PA-116.90 and DOT No. 026220V.

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, SCRRA, BNSF 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 May 11, 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 categorically 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.

SCRRA 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
Francis Delach, City of Azusa, 213 E. Foothill Boulevard, Azusa, CA 91702
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