

PUBLIC UTILITIES COMMISSION

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



September 8, 2011

File Number: G.11-07-008
City of Irwindale, 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 Irwindale Station Pedestrian-Rail At-Grade Crossing, identified as CPUC Crossing Nos. 84P-22.44-D and 101PA-119.92-D, and DOT No. 943314B, in the City of Irwindale, Los Angeles County.

Dear Mr. Burner:

This refers to your letter, dated June 23, 2011 (received on July 7, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the Irwindale Station Pedestrian at-grade crossing of the Los Angeles County Metropolitan Transportation Authority (LACMTA) Pasadena to Azusa subdivision tracks in the City of Irwindale (City), Los Angeles County. The crossing is currently identified as CPUC Crossing Nos. 84P-22.44-D and 101PA-119.92-D, and DOT No. 943314B.

The Irwindale Station Pedestrian at-grade crossing was authorized by Commission Decision (D.) 0801013 as a pedestrian pathway traversing a total of three tracks; one freight track on the south and two light rail transit (LRT) tracks to the north. The Irwindale Station Pedestrian crossing will be located approximately 160-ft west from the previously approved D.0801013 location. This relocation will allow for better access to the parking structure west of the station and provide additional room for orientation of the pedestrian crossing equipment. The crossing provides access to LACMTA's Irwindale Station, which is of a split platform design. One platform is located north of the northern most LRT track and a second platform is located on the south between the southern most LRT track and the freight track. The crossing was designed to be equipped with one Commission Standard 8 (flashing light signal assembly) warning device, pedestrian swing gates and hand railing on each approach to the crossing, and one Commission Standard 8 at the foot of the ramp to the southern station platform (between southern LRT track and freight track). 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 and will continue 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 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 an Overhead Catenary System (OCS) for 750 volt DC power;
- Remove Commission Standard 8 warning device from foot of ramp to the southern station platform;
- Install Commission Standard 8 warning device in combination with swing gate and hand railing on north approach to the freight track;
- Install Commission Standard 8 warning device in combination with swing gate and hand railing on south approach to the southern LRT track;
- Install fencing along the right of way and hand railing along the crossing approaches to prevent trespassing, as shown in plans;
- Install Americans with Disabilities Act (ADA) compliant standard detectable warning tactile strips on all pathway approaches to the crossing, including area between freight track and southern LRT track; and
- Application of MUTCD compliant signage and pavement markings, including pathway pavement striping.

In addition, the two sets of warning devices over the LRT and rail tracks will operate independently, with the Commission Standard 9 pedestrian warning devices positioned at the freight track being activated upon preemption by approaching freight trains. The Commission Standard 9 pedestrian warning devices positioned at the LRT tracks will activate only upon preemption by approaching light rail trains, and vice versa.

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-22.44-D.

As an agent of LACMTA, SCRRA will continue with the dispatch and maintenance responsibilities of the existing freight mainline track. The existing freight new pedestrian crossing identification number is CPUC Crossing No. 101PA-118.94-D and DOT No. 943314B.

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 June 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.

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
Kwok Tam, City of Irwindale, 5050 N. Irwindale Avenue, Irwindale, CA 91706
Melvin Thomas, BNSF Railway Company, 740 East Carnegie Drive, San Bernardino, CA 92408
Naresh Patel, P.E., SCRRA, 279 E. Arrow Highway, Suite A, San Dimas, CA 91773