

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



February 22, 2012

File Number: G.12-02-009
Baldwin Avenue
City of El Monte, County of Los Angeles

Genichi Kanow
Senior Project Manager
Alameda Corridor – East Construction Authority
4900 Rivergrade Road, suite A120
Irwindale, CA 91706

Re: General Order 88-B Request for Authority to Alter the Baldwin Avenue Highway-Rail Crossing, CPUC Crossing No. 001B-493.60, DOT No. 746890A in the City of El Monte, Los Angeles County

Dear Mr. Kanow:

This refers to your letter dated January 12, 2012 (received on February 14, 2012), requesting authorization, pursuant to Commission General Order (GO) 88-B to grade-separate the existing at-grade highway-rail crossing of the Union Pacific Railroad (UPRR) Alhambra Subdivision railroad tracks in the City of El Monte (City), Los Angeles County. The crossing is identified by CPUC Crossing No. 001B-493.60, DOT No. 746890A.

The double track crossing is currently equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate) and two median mounted Commission Standard 9 warning devices with advance warning pavement markings and signage. Baldwin Avenue is a four-lane divided roadway running north/south, two lanes in each direction. In addition to the approximately 14 UPRR freight trains per day on this track, the National Passenger Railroad Corporation (Amtrak) operates 1 passenger train per day over this line.

Alameda Corridor – East Construction Authority (ACE) proposes the following alterations to the Baldwin Avenue crossing:

- Construct a gradeseparated underpass bridge structure with a minimum vertical clearance of 17 feet; and
- Construct the public roadway under the UPRR tracks as a four lane roadway with shoulders, a raised center median and two 7-foot wide sidewalks.

During construction, Baldwin Avenue will be closed to all vehicular and pedestrian traffic and the existing at-grade crossing will be removed including all railroad warning devices. The traffic detours will be to adjacent grade crossings at Temple City Boulevard and Arden Drive. As part of

the project, ACE requires construction of a temporary shoofly for the two UPRR main line tracks. Railroad traffic will be shifted to the shoofly track while the existing track is removed and the elevated railroad bridge structure is constructed in stages. The temporary shoofly track will then be removed upon completion of the grade separated track structure and the main tracks are installed over the bridge.

The Commission's Rail Crossings Engineering Section (RCES) investigated ACE's request, and finds it adequately addresses compliance and safety. As the ACE, City and UPRR 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 letter dated January 12, 2012 and summarized above are authorized.

The following requirements pertain to this authorization:

- The new CPUC Crossing Number for the completed grade separation structure will be 001B-493.60-B, DOT No. 924033R, and
- The ACE shall block access at the former at-grade crossing to all vehicular and pedestrian traffic during construction, and the public shall be appropriately directed to nearby existing authorized crossing locations.

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 Environment 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, the Commission's Rail Crossings Engineering Section (RCES) may reevaluate the crossing prior to granting an extension.

Within 30 days after the new structure is opened to traffic and the at-grade crossing is removed from service, UPRR and/or ACE shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. 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.

At the conclusion of the project, UPRR and/or ACE should notify the Federal Railroad Administration of the existence of the new grade-separated crossing by submitting a completed U.S. DOT CROSSING INVENTORY FORM, form FRA F6180.71, for the new grade-separated structure. CPUC requests a concurrent copy of that submittal is to be provided to rces@cpuc.ca.gov.

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 "D" and "G".

Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

- C: James Enriquez P.E., City Engineer, City of El Monte, 11333 Valley Blvd., El Monte, CA 91731
Freddy Cheung, Sr. Manager Industry & Special Projects, UPRR, 2015 South Willow Street, Bloomington, CA 92316