

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>th</sup> Street, Suite 500  
Los Angeles, CA 90013



April 9, 2013

File Number: G.13-02-007  
City of Monrovia, Los Angeles County

Habib F. Balian  
Chief Executive 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 California Avenue At-Grade Highway-Rail Crossing, identified as CPUC Crossing Nos. 84P-18.86 and 101PA-121.10 and DOT No. 026234D, in the City of Monrovia, Los Angeles County.**

Dear Mr. Balian:

This refers to your letter, dated February 20, 2013, received by us on February 26, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing California Avenue at-grade crossing (crossing) of the Los Angeles County Metropolitan Transportation Authority (LACMTA) Pasadena to Azusa subdivision tracks in the City of Monrovia (City), Los Angeles County. The crossing is currently identified as CPUC Crossing Nos. 84P-18.86 and 101PA-121.10 and DOT No. 026234D.

The crossing is a five lane roadway over two freight tracks. It is equipped with raised medians separating the northbound and southbound vehicular approaches to the crossing, two curb mounted and one median Commission Standard 9 (flashing light signal assembly with automatic gate) and 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 south of the crossing.

LACMTA owns the right-of-way, which until recently was used only for freight rail service by BNSF Railway Company (BNSF) freight trains. BNSF received authorization from the Surface Transportation Board (STB Docket No. AB-6 (Sub-No. 477X), dated December 16, 2011) to abandon freight service on this railroad corridor from approximate milepost 119, located just east of the San Gabriel River, west to milepost 124. The California Avenue crossing lies within this western segment of the railroad corridor. The Southern California Regional Rail Authority (SCRRA) does not operate trains over this crossing, however since LACMTA is a member agency of SCRRA, SCRRA was responsible for the freight train dispatching and maintenance along this railroad corridor.

The Metro Gold Line Foothill Extension Construction Authority (Foothill Construction Authority) as Trustee to LACMTA proposes the following alterations:

- Remove the existing freight tracks 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 the existing median and install an 8 inch raised median extending 15 feet on the northbound approach of the crossing;
- Remove the existing median and install a 8 inch raised median extending 100 feet on the southbound approach of the crossing;
- 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 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 Commission Standard 9E (Commission Standard 9 installed one curb mounted and one median mounted on the departure side of the at-grade crossing, also known as an exit gate) warning devices on the southwest and one curb mounted Commission Standard 9E 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 at the crossing;
- Install a pre-signal for southbound vehicular traffic on California Avenue along with California Manual on Uniform Traffic Control Devices (CA 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” and R3-2 “NO LEFT TURN” train activated blank out signs at the intersection of California Avenue and Duarte 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 emergency exit swing gate on all four sidewalk approaches to the crossing;
- Install handrails on three corners of the California Avenue and Duarte Avenue intersection, as shown on plans;
- Application of CA MUTCD compliant signage and pavement markings, including W10-1 and W10-2 advance warning signs, R3-5R “RIGHT TURN ONLY” W48 (CA) 2 tracks signs, R8-8 “DO NOT STOP ON TRACKS” signs and RxR pavement markings.

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 crossing identification number will remain CPUC Crossing No. 84P-18.86. Crossing identification number CPUC Crossing No. 101PA-121.10 and the corresponding Federal crossing identification number DOT No. 026234D will be retired.



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 February 20, 2013, and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the 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]

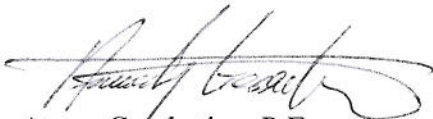
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to RCES, the time to complete the project may be extended. Any written request for a time extension must include concurrence 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 Commission web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov) as outlined on the web page.

At the conclusion of the project, Foothill Construction Authority must submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes and retirement of crossing identification number DOT No. 026234D. Commission 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,



Anton Garabetian, P.E.  
Program and Project Supervisor  
Rail Crossings Engineering Section  
Safety and Enforcement Division

Habib F. Balian  
G.13-02-007  
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Page 4 of 4

C: Christopher Burner, Foothill Construction Authority  
Connie Levinson, Foothill Construction Authority  
John Miller, LACMTA  
Ron Bow, City of Monrovia