

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



April 28, 2011

File Number: G.11-03-011
City of Glendale, County of Los Angeles

Patricia Watkins
Assistant Director of Public Works
Southern California Regional Rail Authority
700 South Flower Street, Suite 2600
Los Angeles, CA 90017-4101

Re: General Order 88-B Request for Authority to Modify the Grandview Avenue Highway-Rail Crossing, CPUC Crossing No. 101VY-8.71, DOT No. 746796L in the City of Glendale, Los Angeles County.

Dear Ms. Watkins:

This refers to your letter, dated March 15, 2011 (received March 18, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing at-grade crossing of the Southern California Regional Rail Authority (SCRRA) Valley Subdivision tracks and Grandview Avenue in the City of Glendale, Los Angeles County. The crossing is identified by CPUC Crossing Number 101VY-8.71 and DOT Number 746796L.

Grandview Avenue is a six lane roadway over two SCRRA mainline tracks. The crossing is currently equipped with Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices, raised medians separating the eastbound and westbound approaches over the crossing, pavement markings and advanced warning signage. San Fernando Road runs parallel to the tracks and is the signalized intersection adjacent to, and east of the crossing. Air Way is an unsignalized intersection adjacent to and west of the crossing. In addition to SCRRA Metrolink passenger trains, the Union Pacific Railroad Company (UPRR) and the National Passenger Railroad Corporation (Amtrak) operate freight and passenger trains over this line, respectively.

SCRRA proposes to make the following modifications to the crossing:

- Widen Grandview Avenue between Air Way and San Fernando Road to accommodate the widened medians and traffic lanes;
- Lower the existing SCRRA tracks and adjust approach grades on Grandview Avenue to achieve a smoother approach grade at the Grandview Avenue crossing;
- Install concrete panel crossing surfaces for the two main-line tracks;
- Install new street lighting at crossing, per plans;

- Install an 8 inch high raised median extending 114 feet for the eastbound vehicular approach to the crossing;
- Install an 8 inch high raised median extending 66 feet for the westbound vehicular approach to the crossing;
- Install one median mounted and one curb mounted Commission Standard 9 warning device for the eastbound vehicular approach, with 12” LED flashing lights, at the southwest quadrant of the crossing;
- Install one median mounted and one curb mounted Commission Standard 9 warning device for the westbound vehicular approach, with 12” LED flashing lights, at the northeast quadrant of the crossing;
- Install one curb and one median mounted Commission Standard 9E (Commission Standard 9 warning device installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices at the southeast quadrant of the crossing with Exit Gate Management System (vehicle presence detection);
- Install one curb and one median mounted Commission Standard 9E warning devices at the northwest quadrant of the crossing with Exit Gate Management System (vehicle presence detection);
- Install a traffic signal at the intersection of Grandview Avenue and Air Way and interconnect with the railroad warning devices to provide advance preemption;
- Install a pre-signal on Grandview Avenue for eastbound traffic along with MUTCD compliant R10-6 ‘STOP HERE ON RED’ and R13A ‘NO RIGHT TURN ON RED’ signage, and WAIT HERE pavement markings ;
- Install Intelligent Serial Preemption Interconnect (I-SPI) system to provide interconnection with traffic signal system to monitor crossing operation and safety;
- Install an Advanced Preemption System at the crossing and upgrade track circuitry to support it;
- Construct a pedestrian pathway on the north side of the crossing and prohibit pedestrians on the south side of the crossing with R9-3a, R9-3b signage and barricade;
- Install a pedestrian gate in combination with swing gate on both sidewalk approaches on the north side of the crossing (The pedestrian gate in the northwest quadrant shall be equipped with a separate flashing light pair facing that sidewalk approach;
- Install Americans with Disabilities Act (ADA) compliant standard detectable warning tactile strips on all sidewalk approaches to the crossing;
- Install R3-1(NO RIGHT TURN) train activated blank out signs per plan; and
- Application of MUTCD compliant signage and pavement markings, including W10-1 and W10-2 advance warning signs, W48 (CA) 2 tracks signs, R8-8 ‘DO NOT STOP ON TRACKS’ signs, R10-6 ‘STOP HERE ON RED’ signs, R13A ‘NO RIGHT TURN ON RED’ signs, and RxR pavement markings.

The Commission’s Rail Crossings Engineering Section (RCES) investigated the request filed by SCRRA and finds it adequately addresses compliance and safety. As SCRRA, the City, UPRR and Amtrak are all 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 15, 2011 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of 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 the CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended. [California Pubic 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, SCRRA 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.

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 Rosa Munoz at (213) 576-7078 or rxm@cpuc.ca.gov.

Sincerely,



Daren Gilbert, Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

C: Jano Baghdanian (City of Glendale)
Ken Tom (UPRR)
Harry Steelman (Amtrak)