

PUBLIC UTILITIES COMMISSION

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September 8, 2011

File Number: G.11-07-002
City of Burbank, Los Angeles County

Naresh D. Patel, P.E.
Assistant Director, Standards and Design
Southern California Regional Rail Authority
279 E. Arrow Highway, Suite A
San Dimas, CA 91773

Re: General Order 88-B Request for Authority to Alter the Buena Vista Street At-Grade Highway-Rail Crossing, identified as CPUC Crossing No. 101VY-12.77 and DOT No. 746784S, in the City of Burbank, Los Angeles County.

Dear Mr. Patel:

This refers to your letter, dated July 5, 2011 (received on July 11, 2011), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing Buena Vista Street at-grade crossing of the Southern California Regional Rail Authority's (SCRRA) Valley subdivision tracks in the City of Burbank (City), Los Angeles County. The crossing is currently identified as CPUC Crossing No. 101VY-12.77 and DOT No. 746784S.

The Buena Vista Street crossing is a six lane roadway traversing one existing main line track. Currently the crossing is equipped with two curb mounted Commission Standard 9A (flashing light signal assembly with automatic gate and additional flashing light signals over the roadway on a cantilevered arm) and one median mounted Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices, advance warning pavement markings and signage. There is one raised median on the north approach to the crossing that extends in excess of 150 feet from the crossing. There is no median south of the tracks. South San Fernando Road currently intersects with Buena Vista Street immediately adjacent to and just south of the crossing. SCRRA operates Metrolink commuter trains, the Union Pacific Railroad Company (UPRR) operates freight trains, and the National Passenger Railroad Corporation (Amtrak) operates passenger trains over this line.

SCRRA proposes to grade separate the Buena Vista Street crossing by elevating the tracks above the existing roadway. As part of the project, SCRRA requires construction of a temporary shoofly track and a temporary at-grade crossing over the shoofly track located immediately south of the existing crossing to maintain vehicular and pedestrian flow while construction of the new Buena Vista underpass is being completed. 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. During the various construction stages, the temporary crossing will remain open in varying configurations with active warning devices present and functional. The temporary shoofly track, the temporary crossing and all warning devices will then be removed upon completion of the grade separated track structure and the main tracks is installed over the bridge.

Specifically, SCRRA proposes the following crossing alterations at the temporary detour main line at-grade crossing:

- Construct a shoofly at-grade crossing with one set of tracks, approximately 23 feet south of the existing main track;
- Install concrete panel crossing surfaces on Buena Vista for the shoofly track;
- Install one new curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) and one new median-mounted Commission Standard 9 warning device for the southbound vehicular approach, with 12” LED flashing lights;
- Install one new-curb mounted Commission Standard 9 and one new median-mounted Commission Standard 9 warning device for the northbound vehicular approach, with 12” LED flashing lights;
- Application of MUTCD compliant signage and pavement markings as detailed in plans, including W10-1 advance warning signs, W48 (CA) 1 tracks signs, and RxR pavement markings; and
- Remove the existing main track, related crossing surface and automatic warning devices;

In addition, SCRRA will also construct temporary pedestrian-only at-grade crossings across the shoofly track adjacent to the Buena Vista vehicular crossing to provide needed pedestrian access during construction activities. The pedestrian pathway and crossings will remain open during construction of the bridge structure. Each will be temporarily closed during the various stages of construction but one will always remain open to provide needed pedestrian access.

Specifically, SCRRA proposes the following alterations at the temporary pedestrian-only at-grade crossing:

- Install temporary Americans with Disabilities Act (ADA) complaint sidewalks/pathways on both sides of the crossing;
- Install Commission Standard 9 pedestrian gate warning devices in combination with swing gates on all four sidewalk/pathway approaches to the crossing;
- Install ADA compliant standard detectable warning tactile strips on all sidewalk approaches to the crossing; and
- Install fencing along the right of way and hand railing along the crossing/pathway approaches to prevent trespassing, as shown in plans;

SCRRA proposes the following for the underpass:

- Construct a grade-separated underpass bridge structure with a minimum vertical clearance of 16 feet-8 inches over the roadway crossing for the main line tracks, Brighton siding and a future siding.

Once the grade separation structure is constructed and railroad operations shifted to the new track on the bridge, the shoofly track and temporary vehicular and pedestrian crossings with all warning devices shall be removed.

The Commission’s Rail Crossings Engineering Section (RCES) investigated the request by SCRRA and finds it adequately addresses compliance and safety. As SCRRA, 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 dated July 5, 2011 and summarized above are authorized. The new CPUC Crossing Number for the completed grade separation structure will be 101VY-12.77-B and DOT No. 939980J.

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 Environmental 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, RCES may reevaluate the crossing prior to granting an extension.

SCRRA shall notify the Commission's RCES at least 5 business days prior to opening the temporary vehicular and pedestrian crossings and placing the warning devices in service. Notification should be made to rces@cpuc.ca.gov.

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 title *Report of Changes at Highway Grade Crossings and Separation*. We require separate Form G submittals for placing the temporary crossing in service, as well as one for completion of the grade separation and removal of the temporary crossing. 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 closure of the at-grade crossing and retirement of that DOT number, and the construction of the grade separation and assignment of the new DOT number. 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: Bonnie Teaford, City of Burbank, 150 N. Third St., P.O. Box 6459, Burbank, CA 91510
Freddy Cheung, UPRR Railroad Company, 19100 Slover Avenue, Bloomington, CA 92316
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