

## PUBLIC UTILITIES COMMISSION

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



July 2, 2012

File Number: G.12-02-025  
Sunland Boulevard  
City of Los Angeles, Los Angeles County

Patricia Watkins  
Assistant Director, Public Projects  
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 At-Grade Crossing of Southern California Regional Rail Authority (SCRRA) Valley Subdivision Track and Sunland Boulevard, CPUC Crossing Number 101VY-15.06 and DOT No. 746064Y, in City of Los Angeles, Los Angeles County**

Dear Ms. Watkins:

This refers to your letter, dated December 8, 2011 (received on February 9, 2012), requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing at-grade crossing of Southern California Regional Rail Authority (SCRRA) Valley Subdivision railroad track and Sunland Boulevard, in City of Los Angeles (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 101VY-15.06 and DOT No. 746064Y.

Sunland Boulevard is a five-lane roadway, three lanes in the west direction and two in the east direction that crosses one SCRRA track. The crossing is currently equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices and delineated medians on each approach with advance warning signage and pavement markings. The crossing is approximately 38 feet east of the Sunland Boulevard/San Fernando Road (West) intersection. The Sunland Boulevard/San Fernando Road (East) intersection is adjacent and approximately 52 feet east of the crossing. The current annual average daily traffic for the crossing is 31,669 vehicles. Approximately 22 SCRRA (Metrolink) and National Passenger Railroad Company (Amtrak) passenger trains and five Union Pacific Railroad Company (UPRR) freight trains operate over this line per day. The maximum speed for the passenger trains and the UPRR freight trains is 79 and 50 miles per hour, respectively.

SCRRA proposes to add safety improvements at the Sunland Blvd. crossing as follows:

- Install Commission Standard 9 pedestrian gate warning devices in combination with swing gates at all four pedestrian sidewalk approaches to the crossing;
- Install pedestrian channelization in the form of hand railing and 4-foot high fencing to prevent trespassing, as shown in plans;

- Install ADA compliant detectable warning tactile strips for all sidewalk approaches to the crossing;
- Install ADA compliant sidewalks on both sides of the crossing;
- Construct roadway curb and gutter improvements and minor roadway paving incidental to the installation of pedestrian safety features, as shown on plans;
- Remove the existing two Commission Standard 9 warning devices;
- Install two new curb mounted Commission Standard 9 automatic warning devices, one for eastbound and one for westbound Sunland Boulevard at the northeast and southwest quadrants of crossing;
- Install R3-1 'NO RIGHT TURN' and R3-2 'NO LEFT TURN' train activated blank out sign as shown in plans; and
- Apply CA MUTCD compliant signage and pavement markings, including W10-1, W10-2, R8-8 'DO NOT STOP ON TRACKS', R10-7 'DO NOT BLOCK INTERSECTION', and 'KEEP CLEAR' and RxR pavement markings as shown in plans.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by SCRRA and City and finds it adequately addresses compliance and safety. As SCRRA 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 letter dated December 8, 2011 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the current version of 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 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 (3) 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, 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*. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/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, SCRRA should also submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).

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If you have any questions, please contact Jose Pereyra at 213-576-7083 or [jose.pereyra@cpuc.ca.gov](mailto:jose.pereyra@cpuc.ca.gov).

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive, flowing style.

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

- C: Harry Steelman, Division Engineer – West, Amtrak  
Kenneth Tom, Manager Special Projects Industry & Public, Union Pacific Railroad Company  
Kang Hu, Senior Transportation Engineer, City of Los Angeles