

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



October 5, 2012

File Number: G.12-07-009
Chevy Chase Drive
City of Glendale, 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 Modify the Chevy Chase Drive Highway-Rail Crossing, CPUC Crossing No. 101VY-6.51 and DOT No. 746812T, in the City of Glendale, Los Angeles County.

Dear Ms. Watkins:

This refers to your letter, dated March 10, 2012, received by us on July 18, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing Chevy Chase Drive at-grade crossing on the Valley Subdivision railroad tracks owned by the Southern California Regional Rail Authority (SCRRA). The crossing is identified as CPUC Crossing Number 101VY-6.51 and DOT Number 746812T.

Chevy Chase Drive is currently a divided roadway with two lanes, one lane in each direction, which crosses over two SCRRA mainline tracks. The crossing is currently equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, pavement markings and advanced warning signage. Alger Street runs parallel to the tracks and is a stop sign controlled intersection with Chevy Chase Drive just 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. Approximately 17 freight trains per day at 55 MPH, and 64 passenger trains per day at 79 MPH operate over this line. The average daily traffic count at this crossing is 8,000 vehicles.

SCRRA proposes the following alterations to the crossing as part of the Sealed Corridor Program to meet Metrolink standards:

- Install Americans with Disabilities Act (ADA) compliant sidewalks, curb and gutter on both sides of the crossing;
- Relocate the existing curb mounted Commission Standard 9 warning devices on the northeast and southwest quadrant of the crossing, as shown on plans;

- Install two curb mounted Commission Standard 9-E (flashing light signal assembly with automatic gate arm installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices on the northwest and southeast quadrant of the crossing with vehicle presence detection systems;
- Construct a new raised median, 4-feet to 9-feet in width, and approximately 84-feet in length on the westbound approach to the crossing;
- Install a new painted median, 4-feet in width, and approximately 17-feet in length on the eastbound approach to the crossing;
- Install four Commission Standard 9 pedestrian gate warning devices in combination with swing gates at all pedestrian sidewalk approaches to the crossing;
- Install pedestrian channelization in the form of hand railing and fencing along the right of way to prevent trespassing, as shown in plans;
- Install ADA compliant detectable warning tactile strips at all pedestrian sidewalk approaches to the crossing;
- Install 4-in pedestrian travel lane and edge lines over tracks and through the crossing;
- Install ADA compliant curb access ramp, curb and gutter and sidewalk landing on the southeast corner of the Chevy Chase Drive/Alger Street intersection west of the crossing;
- Reconstruct the street surface for a smooth transition at the crossing;
- Install street lighting at the southeast quadrant of the crossing, as shown in plans; and
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1, W10-2L, W10-2R and W48 "2 Tracks," W4-7 "THRU TRAFFIC MERGE LEFT" advance warning signs, R8-8 "DO NOT STOP ON TRACKS," R1-1, "STOP," R9-3a "No Pedestrian Crossing," R9-3b "Use Crosswalk," R4-7 "Keep Right" signs, and RxR, "WAIT HERE" and railroad limit pavement markings as shown on the plans.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by SCRRA, and finds it adequately addresses compliance and safety. As SCRRA, City, UPRR and Amtrak 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 March 10, 2012 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 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 and 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.

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Within 30 days after completion of this two part 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 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, 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 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: Harry C. Steelman, Division Engineer - West, Amtrak Engineering
- Wayne Ko, Principal Traffic Engineer , City of Glendale
- Morteza Ghandehari, Senior Project Manager, J.L. Patterson & Associates
- Kenneth Tom, Manager Industrial and Public Projects, UPRR