

PUBLIC UTILITIES COMMISSION

320 W 4th Street, Suite 500
Los Angeles, CA 90013



March 12, 2018

File Number: XREQ 2018030003

Sheldon Street

City of Los Angeles, County of Los Angeles

Paul Konkirati
Project Manager
City of Los Angeles - Department of Transportation
100 South Main Street 9th Floor
Los Angeles CA 90012

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the Sheldon Street At-Grade Highway-Rail Crossing, CPUC Crossing Number 101VY-17.05 and DOT Number 746057N in the City and County of Los Angeles

Dear Mr. Konkirati:

This refers to your letter, dated March 2, 2018, received by us on March 6, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to modify the Sheldon Street highway-rail at-grade crossing (crossing) of the Southern California Regional Rail Authority (SCRRA/Metrolink) Valley Subdivision tracks, in the City and County of Los Angeles. The crossing is identified as CPUC Crossing No. 101VY-17.05 and DOT No. 746057N.

The crossing consists of two tracks and a five-lane east-west roadway with two through lanes in each direction and a westbound left-turn lane. San Fernando Road and East ("Little") San Fernando Road are north-south roadways, forming two intersections at approximately 45 feet west and 50 feet east of the crossing respectively. The crossing is currently equipped with two curb-mounted and two median-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. Approximately 30 SCRRA passenger commuter trains and eight Union Pacific Railroad Company (UPRR) freight trains operate over this line daily. The maximum speed for the SCRRA passenger trains and the UPRR freight trains is 79 and 50 miles per hour, respectively. The annual average daily traffic at the crossing is approximately 23,000 vehicles.

As part of the Phase III Class I Bike Path Construction Project between San Fernando Road and west of the Los Angeles County Metropolitan Authority's (LACMTA) right-of-way, the City of Los Angeles (City), in cooperation with SCRRA, proposes the following alterations at the crossing as indicated in the request letter and/or as shown in the attachments:

- Install one curb-mounted and one median-mounted Commission Standard 9E (Commission Standard 9 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;
- Install one curb-mounted and one median-mounted Commission Standard 9E warning devices at the northwest quadrant of the crossing;
- Install four (4) sets of Commission Standard 9 pedestrian gate warning devices, with front and back flashing lights, in combination with emergency egress swing gates, tactile warning

strips, and pedestrian channelization – one set on each sidewalk approach at each quadrant of the crossing;

- Construct eight-inch high by nine-foot wide concrete raised medians on the crossing approaches, approximately 26 feet and 23 feet in length located west and east of the tracks respectively;
- Install concrete panels surfacing on the existing tracks;
- Install right-of-way (ROW) fencing along the east and west sides of the LACMTA ROW;
- Construct Americans with Disabilities Act (ADA) compliant sidewalk on all quadrants of the crossing;
- Install new traffic signal system at the intersection of Sheldon Street and “Little” San Fernando Road intersection, and interconnect with the existing traffic signal;
- Modify existing traffic signal system and railroad circuitry to accommodate for advance preemption time;
- Construct ADA-compliant wheelchair access ramps on all crosswalk approaches of the intersections;
- Install continental crosswalks on all four legs of the Sheldon Street/San Fernando Road intersection west of the crossing;
- Install continental crosswalks on the north, east and south legs of the Sheldon Street/ “Little” San Fernando Road intersection east of the crossing;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1, W10-2 and W48(CA) advance warning signs, R3-1 “NO RIGHT TURN” blank-out signs, R3-2 “NO LEFT TURN” train-activated blank-out signs, R8-8 “DO NOT STOP ON TRACKS”, R9-3a no pedestrian crossing, and R9-3b “USE CROSSWALK” signs, and “RXR” and railroad limit pavement markings as shown on the plans.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by the City and finds that it adequately addresses compliance and safety. As the City and SCRRRA 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 March 2, 2018, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission General Orders and the current version of the CA MUTCD, published by the California Department of Transportation. City and SCRRRA must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

Temporary traffic controls shall be provided in compliance with current version of the CA MUTCD. Refer to CA MUTCD Section 6G.18 and Figure 6H-46 regarding “Work in the Vicinity of a Grade Crossing.”

SCRRRA must ensure that Emergency Notification Systems signs are installed to comply with CFR 234.309.

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 years of the date of this letter. Upon written request to RCEB, 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, RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, City and/or SCRRA shall notify RCEB 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/crossings>. This report may be submitted electronically to rceb@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, SCRRA should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

If you have any questions, please contact Chi Cheung To at (213) 576-5766 or cct@cpuc.ca.gov.

Sincerely,



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

C: (SENT VIA EMAIL)
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