

PUBLIC UTILITIES COMMISSION

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



March 12, 2018

File Number: XREQ 2018030007
Arvilla Avenue
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 Arvilla Avenue At-Grade Highway-Rail Crossing, CPUC Crossing Number 101VY-14.14 and DOT Number 746782D 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 Arvilla Avenue 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-14.14 and DOT No. 746782D.

The crossing consists of a single track and a two-lane roadway that crosses the tracks at approximately 30 degree angle. East ("Little") San Fernando Road and San Fernando Road, which are located north and south of the Los Angeles County Metropolitan Authority's (LACMTA) right-of-way, form two intersections at approximately 45 feet north and 50 feet south of the crossing respectively. The crossing is equipped with two curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. Approximately thirty 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 7,200 vehicles.

As part of the Phase III Class I Bike Path Construction Project between San Fernando Road and south of the Los Angeles County Metropolitan Authority's (LACMTA) right-of-way (ROW), the City of Los Angeles (City), in cooperation with SCRRA, plans to re-align the crossing to approximately 130 feet east of the current location. Furthermore, City proposes the following alterations as indicated in the request letter and/or as shown in the attachments:

- Remove existing crossing panels, warning devices and signage;
- Remove existing traffic signals at the existing intersections;

- Install one curb-mounted and one median mounted Commission Standard 9 warning devices at the southeast quadrant of the crossing;
- Install one curb-mounted and one median mounted Commission Standard 9 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 39 feet and 19 feet in length north and south of the tracks respectively;
- Install concrete panel surfacing at the realigned crossing;
- Install ROW fencing along the north and south sides of the LACMTA ROW;
- Construct Americans with Disabilities Act (ADA) compliant sidewalk on all quadrants of the crossing;
- Install traffic signal system at the re-aligned intersections;
- Modify 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 Arvilla Avenue/San Fernando Road intersection south of the crossing;
- Install continental crosswalks on the east and west legs of the Arvilla Avenue/“Little” San Fernando Road intersection north 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 SCRRA 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 GOs and the current version of the CA MUTCD, published by the California Department of Transportation. The City and SCRRA must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

The crossing shall be closed to public access during construction, with temporary installed K-rail or fencing to prevent vehicles or pedestrians from entering the construction area. Vehicular and pedestrian traffic may be diverted around the construction site to Sunland Boulevard and North Hollywood Way crossings north and south of Arvilla Avenue. Temporary traffic controls shall be provided in compliance with current version of the CA MUTCD. Flagging shall be provided during construction for the safety of the public, construction workers, train operators and train operations.

The realigned Arvilla Avenue crossing will be identified as CPUC Crossing No. 101VY-14.11 and DOT No. 746782D.

SCRRA 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)
Abbass Vajar, City of Los Angeles
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