

Project Description

Project Overview

The Southern California Regional Rail Authority (SCRRA) is proposing the Cogswell Road Grade Crossing Safety Improvements Project (Project) in the City of El Monte, County of Los Angeles, California. The purpose of the Project is to enhance safety at an existing, public railway-highway crossing by providing reconstruction and upgraded safety equipment up to SCRRA Grade Crossing Safety Standards at Cogswell Road at MP 13.92 (Figure 1). The Project footprint comprises the area of potential impact at the crossing location within and adjacent to the railroad corridor, including the associated sidewalks and roadways of Cogswell Road, as well as areas needed for construction access and staging (Figure 2).¹

The Project's expected benefits are to those who cross the railroad right-of-way by foot, on bicycle, using a mobility assistance device or in a vehicle. Additional benefits to the commuter rail authority, SCRRA, operator of Metrolink, include increased system efficiency and reduced delays. Similarly, UPRR would enjoy increased reliability for goods movement. Amtrak's Sunset Limited and Texas Eagle service would experience more reliable travel times through this increasingly dense and congested segment of Southern California's rail network. Finally, the safety improvements proposed at Cogswell Road would result in a new quiet-zone compliant crossing, completing a quiet-zone ready segment, if the City of El Monte decides to pursue a quiet-zone designation with Federal Railroad Administration within their city.²

The proposed action includes the following objectives:

- Objective 1: Improve safety and reliability on the existing rail system by reducing potential conflicts between passenger and freight rail operations and local pedestrian and vehicle movements
- Objective 2: Provide improvements that would accommodate future growth in passenger rail travel and associated train capacity
- Objective 3: Implement infrastructural improvements that would support the city's future applications to FRA for quiet zone status along the alignment

Project Location

The Project is located on the SCRRA San Gabriel Subdivision, and is also part of the UP Alhambra Subdivision, in the City of El Monte, County of Los Angeles. Figure 1 shows the regional location of the Project. Figure 2 illustrates the Project footprint. Specifically, the Project footprint consists of the at-grade public railway-highway crossing Cogswell Road at MP 13.92. Street improvements at

¹ The Project footprint is defined as the area (i.e., Project alignment, Southern California Regional Rail Authority [SCRRA], Amtrak, and UPRR right-of way [ROW], and construction access and staging areas) that would be potentially impacted by Project implementation.

² A designated quiet zone is where additional safety features are present along at-grade crossings of an alignment so that train engineers are not required to routinely sound train horns when approaching those crossings per standard Federal Railroad Administration operations.

Cogswell Road grade crossing would occur between Clora Place in the north and Landale Avenue in the south.

Project Components

Major Project components include the following physical improvements at the existing Cogswell Road at-grade crossing:

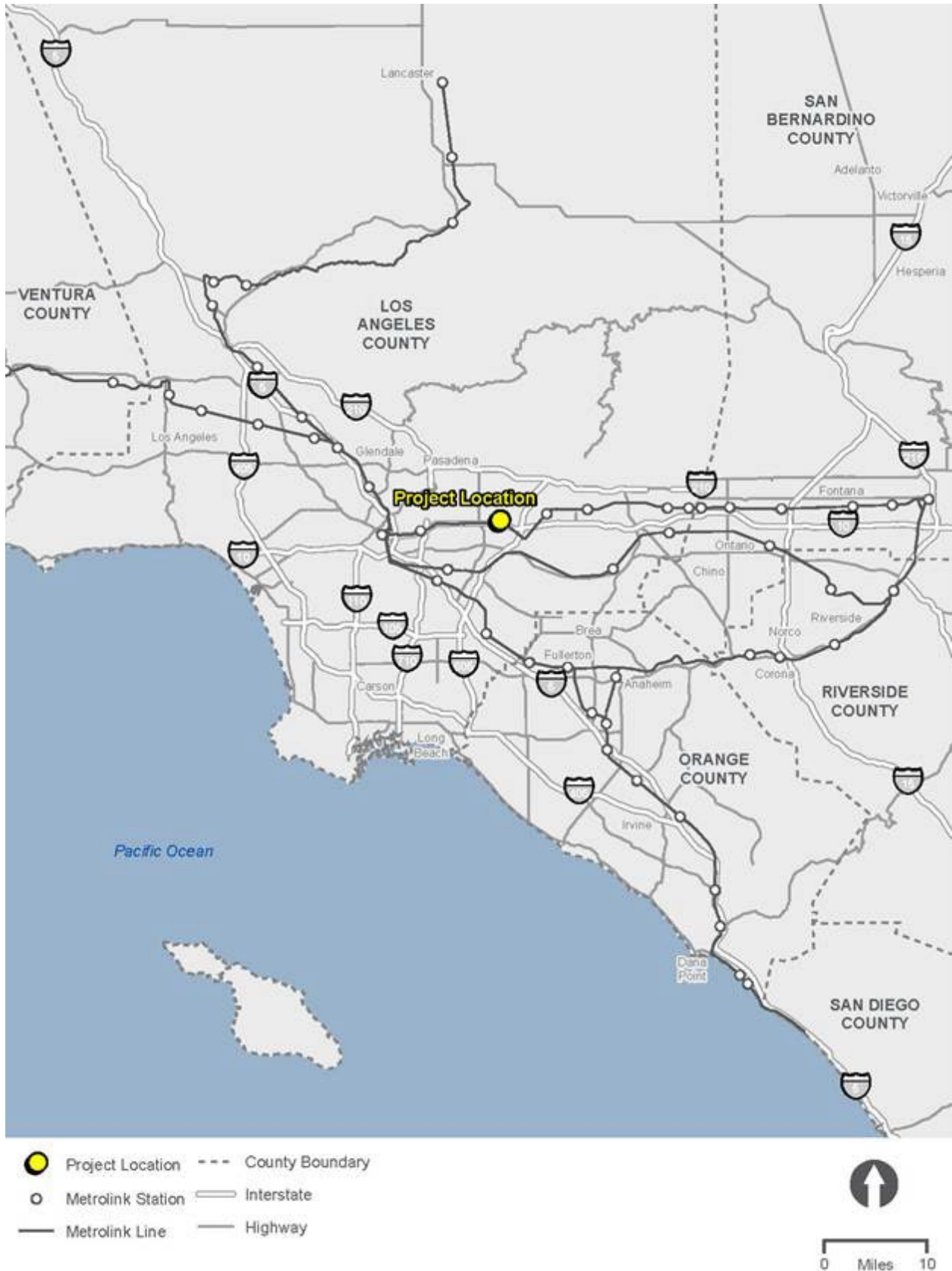
- Add pedestrian gates, pedestrian channelization paths, and emergency swing gates
- Provide sidewalk/track panel upgrades to meet ADA standards
 - Widen sidewalks
 - Install ADA compliant concrete track crossing panels
 - Install crosswalk striping through the crossing
 - Install ADA compliant detectable warning at all approaches
- Install right-of-way fencing
- Install new and refresh existing pavement markings and signage
- Extend existing medians
- Resurface Cogswell Rd between Lansdale Avenue and Clora Place
- Relocate existing driveway on southeast quadrant
- Signalize the adjacent T-intersection of Cogswell Road and Lansdale Avenue
- Provide advance traffic signal preemption
- Modify the railroad crossing warning system to accommodate the improvements

Construction

Construction of the proposed action is expected to begin in 2024 and would continue for 6 months. Construction equipment would involve excavators, front-end loaders, rubber-tired dozers, haul trucks, and water trucks. Construction material imports, equipment, and personnel would access the Project footprint via walking points at the crossings. Construction for the grade crossing will require street closures and detours during construction. Heavy equipment would be mobilized into the ROW and remain in that location as often as possible. Equipment would be staged in the street during the closure and would remain outside of the railroad foul zone.

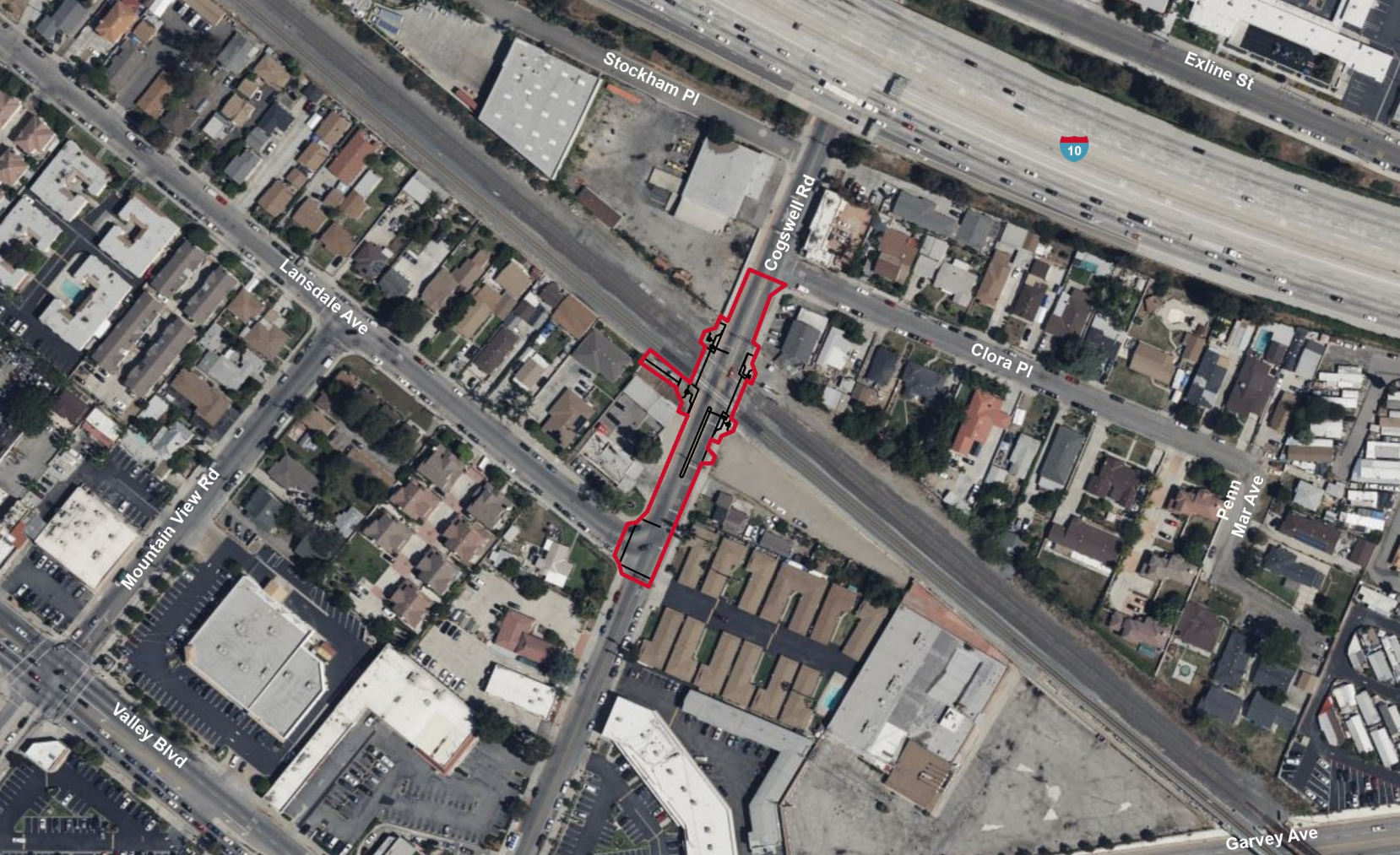
Construction activities would be scheduled during hours that allow for exclusive track occupancy, where warranted, by construction crews to minimize disruptions to Metrolink and Amtrak operations. Daytime weekday and weekend work hours would be utilized to the greatest extent possible and would align with the City of El Monte noise ordinances; per city ordinance, power construction tools may be operated between 6:00 a.m. and 7:00 p.m., Monday through Friday. These hours are shifted to 8:00 a.m. and 7:00 p.m. on weekends.

Figure 1. Regional Location

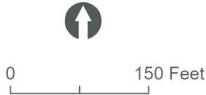


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Figure 2. Project Location Detail– Cogswell Road



 Project Area



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