

## MTA / SCRRA JOINT REVIEW – VALLEY SUBDIVISION



Picture 1: One of two SCRRA Hy-Rail Vehicles used to complete the field visit with MTA.

As part of SCRRA's on-going efforts to secure Track and Structures rehabilitation funding SCRRA and MTA staff took part in a joint review of portions of the Valley Subdivision deemed to be at risk for potential speed reductions if rehabilitation work is delayed.

On November 23, 2016 6 staff from MTA and 5 from SCRRA conducted a Hy-Rail trip from approximately Milepost 58 (Aliso

Canyon Road) to Milepost 48 (Burke Road Private Crossing). The purpose of the trip was for MTA staff to review proposed rehabilitation work locations, priorities, and provide context as to what projects MTA provided funding would address.

The primary focus of the review was wood crosstie and structure condition but other aspects of railroad rehabilitation work such as rail, crossings, and embankments were reviewed, including potential mud slide conditions caused by the Sand brush fire in July.



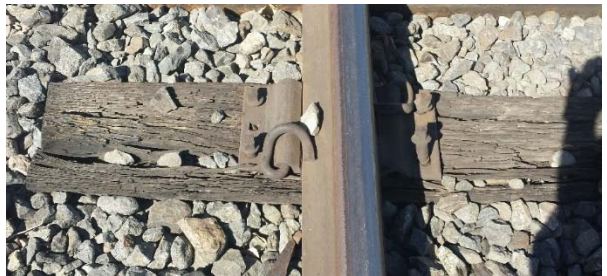
Picture 2: SCRRA Staff and MTA Staff Inspecting a Wood Box Culvert on the Valley Subdivision

In addition to reviewing general conditions from the Hy-Rail vehicles the group stopped several times to more carefully examine crosstie and structure conditions, particularly of the older bridges of the "Rail Top" design type.

Overall, it was the consensus of the MTA team that certain segments of the crosstie conditions visited, as reported by SCRRA, were approaching serious levels of deterioration, and while still meeting FRA Track Safety Standards it is reasonable that substantial crosstie replacement projects should begin as soon as possible.



Picture 3: Failed Tie Condition on the Valley Subdivision



Picture 4: Failed Tie with Raised Lags



Picture 5: The inside of one of the top 3 Priority "Rail-Top" Bridges on the Valley Subdivision

Similarly, it was agreed that 2 of the 5 of SCRRRA's highest priority bridges visited for replacement were sufficiently justified for replacement as soon as possible. It was also determined that three of the lower priority bridges visited, likely could be further assessed and possibly deferred a number of years in order to concentrate available funding on the most urgent candidates.

The MTA and SCRRRA representatives intend to conduct similar reviews of the

Ventura, San Gabriel and River Subdivisions in order to more effectively prioritize and allocate rehabilitation funding.

Participants in this Hy-Rail Review were:

MTA:

Sam Mayman, Jeanet Owens, Androush Danielians, Zoric Sheynman, Craig Remley, Dan Mahgerefteh

SCRRRA:

Darrell Maxey, Wayne Mauthe, Aaron Azevedo, Daniel Villagomez, Ivan Robles



Picture 6: SCRRRA and MTA Staff inspecting a "Rail-Top" Bridge on the Valley Subdivision