

PUBLIC UTILITIES COMMISSION

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



July 28, 2020

File Number: XREQ 2020070005
13th Street
City of Santa Clarita, Los Angeles County

Carla Callahan
Senior Engineer
City of Santa Clarita
23920 Valencia Blvd, Suite 300
Santa Clarita, CA 91355

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the 13th Street At-Grade Highway-Rail Crossing, CPUC Crossing Number 101VY-30.39 and DOT Number 746016J in the City of Santa Clarita, Los Angeles County

Dear Ms. Callahan:

This refers to your letter, dated June 17, 2020, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to modify the 13th Street highway-rail at-grade crossing (crossing) of the Southern California Regional Rail Authority (SCRRA) Valley Division, in the City of Santa Clarita (City), Los Angeles County. The crossing is identified as CPUC Crossing No. 101VY-30.39 and DOT No. 746016J.

The crossing consists of a single track and a two lane east-west roadway, with one lane in each direction, located approximately 30 feet east of the signalized T-intersection of 13th Street and Railroad Avenue. In addition, the crossing is located approximately 50 feet west of the T-intersection of 13th Street and Pine Street, which is "STOP" sign controlled for northbound traffic on Pine Street. The crossing is equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, one on each roadway approach. SCRRA operates 30 passenger trains and Union Pacific Railroad operates four freight trains daily at the crossing, with maximum speeds of 70 miles per hour (MPH) and 40 MPH, respectively. The average daily traffic through the crossing is approximately 7,000 vehicles.

The City proposes to widen the existing roadway and install pedestrian facilities at the crossing. With concurrence from SCRRA, the City proposes the following alterations at the crossing, as shown on the plans:

- Widen roadway to accommodate five lanes of traffic through the crossing, with two through lanes in the eastbound direction and three lanes in the westbound direction, including one dedicated right-turn lane, one through/left-turn lane, and one dedicated left-turn lane;
- Construct a raised porkchop median island west of the crossing for dedicated right turn traffic movements and install tactile warning strips for pedestrian refuge at the island.
- Modify traffic signal phasing and install presignal for westbound traffic, interconnected to the railroad warning devices with advance preemption.
- Install "NO RIGHT TURN" (R3-1) blank-out signs for westbound and northbound right-turn traffic movements

- Install queue detection loops on northbound Railroad Avenue in lane transition taper from dedicated right-turn lane to detect vehicular queue and transition presignal to red with R3-1.
- Remove existing railroad signal house and install new railroad signal house east of the crossing.
- Construct eight-inch-high raised concrete median east of the track, extended beyond the T-intersection of Pine Street and 13th Street.
- Construct eight-inch-high concrete median island approximately 25 feet in length west of track.
- Remove existing curb-mounted Commission Standard 9 warning devices.
- Install two new curb-mounted and two median-mounted Commission Standard 9 warning devices for eastbound and westbound vehicular approaches.
- Install additional sidelight flashers to both southwest quadrant warning devices, directed toward turn lanes on Railroad Avenue.
- Install 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 at each quadrant sidewalk approach.
- Install continental crosswalk pavement markings for the crosswalk west of the crossing.
- Relocate existing electrical utilities and poles east of the crossing.
- Install new concrete crossing panels.
- Install retroreflective raised pavement markers along edge lines through the crossing.
- Modify the roadway profile east and west of crossing to a maximum of 6%.
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) standard signage and pavement markings, including: W10-1 and W10-3 advance warning signs; R10-6 “STOP HERE ON RED,” R13A (CA) right turn on red restriction, and R8-8 “DO NOT STOP ON TRACKS” signage; and “RxR” pavement markings.

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 letter dated June 17, 2020, and summarized above, are authorized.

All parties shall comply with all applicable rules, including Commission GOs and the current version of CAMUTCD, published by California Department of Transportation. The City 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 the 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.”

SCRRA must ensure that Emergency Notification Systems signs are installed on new warning devices 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

Carla Cahallan
XREQ 2020070005
July 28, 2020
Page 3 of 3

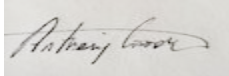
concurrency letters by involved parties in support of the time extension. If an extension is requested, RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the City shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the CPUC web site at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to rceb@cpuc.ca.gov.

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 Matthew Cervantes at (213) 266-4716, or mci@cpuc.ca.gov.

Sincerely,



Anton Garabetian, P.E.
Program Manager
Rail Crossings and Engineering Branch
Rail Safety Division

C: **(SENT VIA EMAIL)**
Justin Fornelli, SCRRA