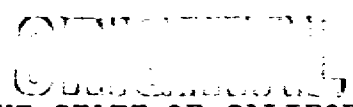


Decision 90 03 062 MAR 28 1990



BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the San Diego  
 Metropolitan Transit Development  
 Board, herein sometimes referred  
 to as "MTDB", for an order  
 authorizing the construction of  
 the Fletcher Parkway and Fesler  
 Street Underpasses over Fletcher  
 Parkway and Fesler Street, respec-  
 tively, in the City of El Cajon  
 in accordance with the MTDB  
 objective to improve safety con-  
 ditions at grade crossings

Application 90-02-013  
(Filed February 5, 1990)

O P I N I O N

The San Diego Metropolitan Transit Development Board (MTDB) requests authority to construct a grade separation of the San Diego and Arizona Eastern Railway Company (SD&AE) El Cajon branch line over Fletcher Parkway and Fesler Street in El Cajon (City), San Diego County.

The priority list of grade separation projects for the fiscal year 1989-90, as set forth in Decision 89-06-052 dated June 21, 1989, in Investigation 87-10-033, shows this project as priority No. 5.

The grade separation will be built to accomodate two tracks. The alignment of these two tracks will be west of a single track and three grade crossings to be eliminated upon completion of the project. The single track is now used by freight trains of San Diego and Imperial Valley Railroad Company (SD&IV), a leasee freight railroad operator. The average train traffic is now one train per day. The proposed double track grade separation will carry SD&IV trains and light rail vehicles of San Diego Trolley, Inc (SDTI), a wholly owned subsidiary of MTDB, when the future Santee extension of the SDTI "East Line" is built. In addition to

the freight train traffic, MTDB expects approximately 96 light rail vehicles will operate over the Santee extension per day.

Approximately 39,000 automobiles and trucks would use Fletcher Parkway grade separation, which is immediately adjacent to the intersection of Fletcher Parkway and Marshall Avenue. The grade separation is required to prevent increased traffic delays after the Santee extension is built and maintain smooth traffic flow through the Fletcher Parkway - Marshall Avenue intersection. It will eliminate three closely adjacent single-track grade crossings, two with skewed angles to vehicular lanes, which would be difficult to signalize and control with two tracks and the anticipated increase in rail movements.

SD&AE, a wholly owned subsidiary of MTDB, owns the railroad right-of-way and tracks at the location of the project. SD&AE tracks are used for light-rail operations of SDTI and freight train operations of SD&IV.

The existing single track grade crossing at Petree Street east of Marshall Avenue would be relocated west of Marshall Avenue as part of the project. A second track would be added. The relocated crossing will be protected by two Standard No. 9-A automatic gate-type signals with cantilevers (General Order (GO) 75-C) and extra lights. MTDB plans to install a concrete panel crossing surface, as allowed by the standards of GO 72-B, at this crossing.

MTDB is the lead agency for this project under California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) Code Sections 21000, et seq. MTDB has determined that this project, the elimination of an at-grade crossing, is categorically exempt from the reporting requirements of CEQA under Public Resources Code Section 21080.13; however, construction will be performed to give detailed consideration to the potential impact upon the quality of the environment. The Petree Street grade crossing relocation is categorically exempt from CEQA pursuant to

the Commission's Rule 17.1.h.1.A, Sections 5, 6, and 7, of Rules of Practice and Procedure (Rules).

The Commission is a responsible agency for this project under CEQA, and has reviewed and considered the lead agency's exemption determination.

The site of the existing grade crossings has been inspected by the Commission's Safety Division - Traffic Engineering staff. After review of the proposed grade separation plans staff recommends that MTDB's request be granted.

The two new tracks to be built over the proposed grade separation will follow a different alignment than the existing single track. No shoofly track detour will be required during construction of the grade separation, and vehicular traffic on Fletcher Parkway, Marshall Avenue, and Fesler Street will continue during this time.

When the grade separation, relocated Petree Street grade crossing, and the new tracks are completed the existing grade crossings at Petree Street, Fletcher Parkway, Marshall Avenue, and Fesler Street will be closed, and their track, signage, and automatic signals will be removed.

The application was found to be in compliance under the Commission's filing requirements, including Rule 40 of the Rules which relates to the construction of railroad track across public highways. A site map and detailed drawings of the overcrossing are shown in Appendix A.

Notice of the Application was published in the Commission's Daily Calendar on February 9, 1990. No protests have been received. A public hearing is not necessary.

#### Findings of Fact

1. MTDB requests authority under Public Utilities Code Sections 1201-1205 to construct the SD&AE grade separation over Fletcher Parkway and Fesler Street in the City of El Cajon, San Diego County.

2. Construction of the SD&AE grade separation is required to maintain the flow of traffic and prevent increased vehicular delays on Fletcher Parkway and the adjacent intersection with Marshall Avenue.

3. The grade separation will eliminate three closely adjacent grade crossings, two with skew crossings, which would be difficult to signalize and control for the anticipated rail traffic.

4. Public convenience, necessity and safety require construction of the proposed grade separation.

5. MTDB is the lead agency for this project under CEQA, as amended.

6. The Commission is a responsible agency for this project, and has reviewed and considered the lead agency's determination that the project is categorically exempt from the environmental reporting requirements of CEQA.

7. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

Conclusions of Law

1. The application should be granted as set forth in the following order.

2. The activity is exempted from the requirements set forth in CEQA, therefore the guidelines (14 Cal. Admin. Code - Division 6) concerning the evaluation of projects and the preparation and review of environmental documents do not apply.

O R D E R

IT IS ORDERED:

1. The Metropolitan Transit Development Board (MTDB), is authorized to construct the San Diego and Arizona Eastern Railway Company (SD&AE) El Cajon branch line grade separation over Fletcher

Parkway and Fesler Street in El Cajon, San Diego County, at the location and substantially as shown by plans attached to the application, to be identified as crossings 36D - 17.81-B and 36D - 17.91-B, respectively.

2. Upon completion of the undercrossing and its opening to rail traffic, the tracks, automatic signals, and crossing signage at the existing grade crossings of Fletcher Parkway, identified as crossing 36D - 17.81-C, Marshall Avenue, identified as crossing 36D - 17.86-C, and Fesler Street, identified as crossing 36D - 17.91-C, will be removed and the crossings closed.

3. MTDB is authorized to relocate the grade crossing of Petree Street to the west side of Marshall Avenue. Protection at the relocated two-track crossing, to be identified as crossing 36D - 17.7, will be two Standard No. 9-A automatic gate-type signals with cantilevers and extra lights. Upon completion of the relocation and its opening to rail traffic, the tracks, automatic signals, and crossing signage at the existing Petree Street grade crossing, identified as crossing 36D - 17.7-C, will be removed and the crossing closed.

4. Clearances shall be in accordance with General Order (GO) 143 for SDTI.

5. Clearances shall be in accordance with GO 26-D for SD&IV.

6. Walkways shall conform to GO 118. Walkways adjacent to any trackage subject to rail operations shall be maintained free of obstructions and shall be promptly restored to their original condition in the event of damage during construction.

7. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties. A copy of the agreement, together with plans approved by MTDB, shall be filed with the Commission's Safety Division staff prior to commencing construction. Should the parties fail to

agree, the Commission will apportion the costs of construction and maintenance by further order.

8. Within 30 days after completion of the work under this order, MTDB shall notify the Commission's Safety Division in writing that the authorized work has been completed.

9. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity or safety so require.

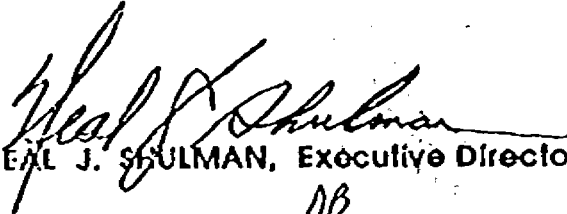
10. The application is granted as set forth above.

This order becomes effective 30 days from today.

Dated MAR 28 1990 at San Francisco, California.

G. MITCHELL WILK  
President  
FREDERICK R. DUDA  
STANLEY W. HULETT  
JOHN B. OHANIAN  
PATRICIA M. ECKERT  
Commissioners

I CERTIFY THAT THIS DECISION  
WAS APPROVED BY THE ABOVE  
COMMISSIONERS TODAY

  
NEAL J. SHULMAN, Executive Director  
DB

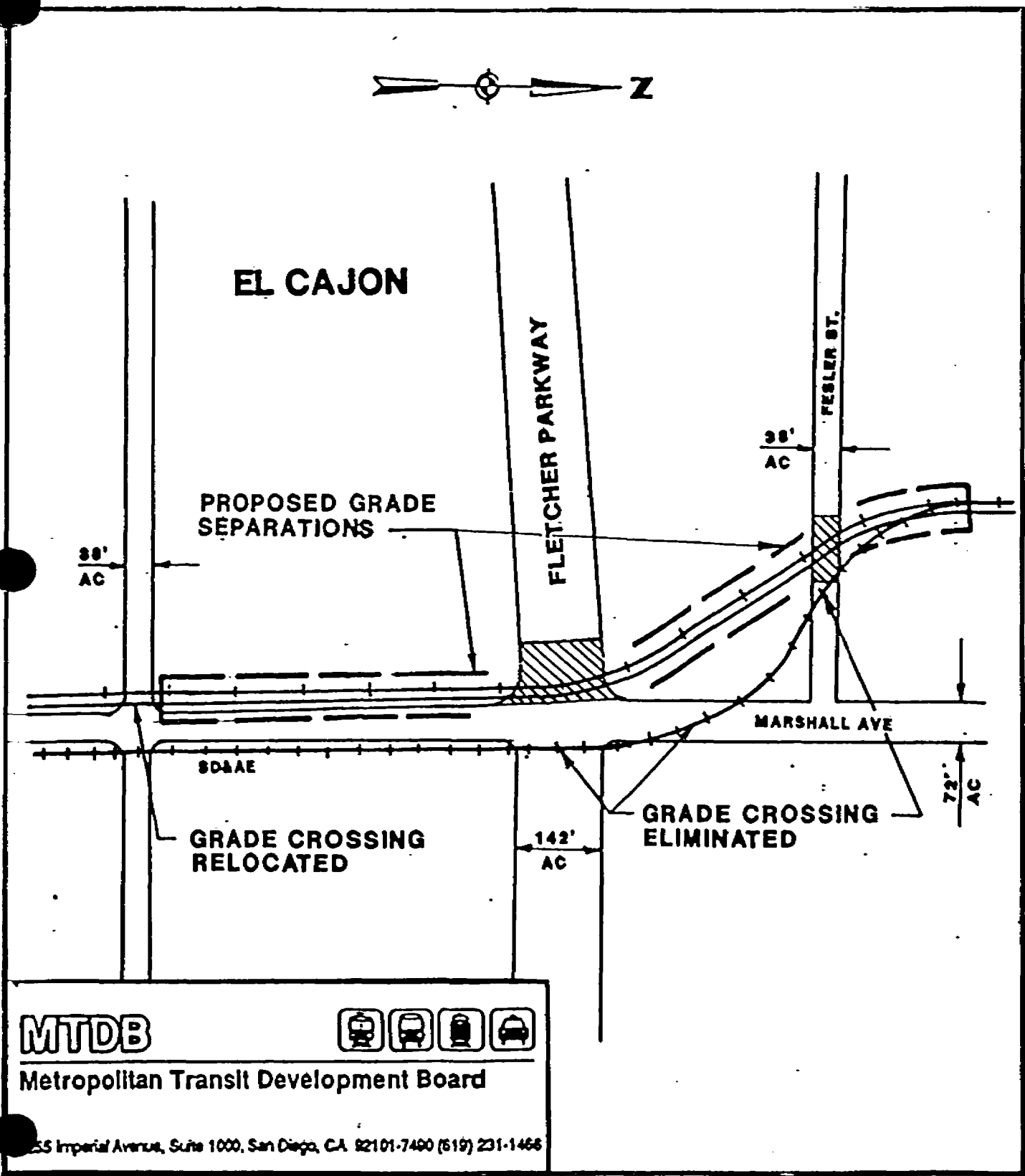


**MTDB**

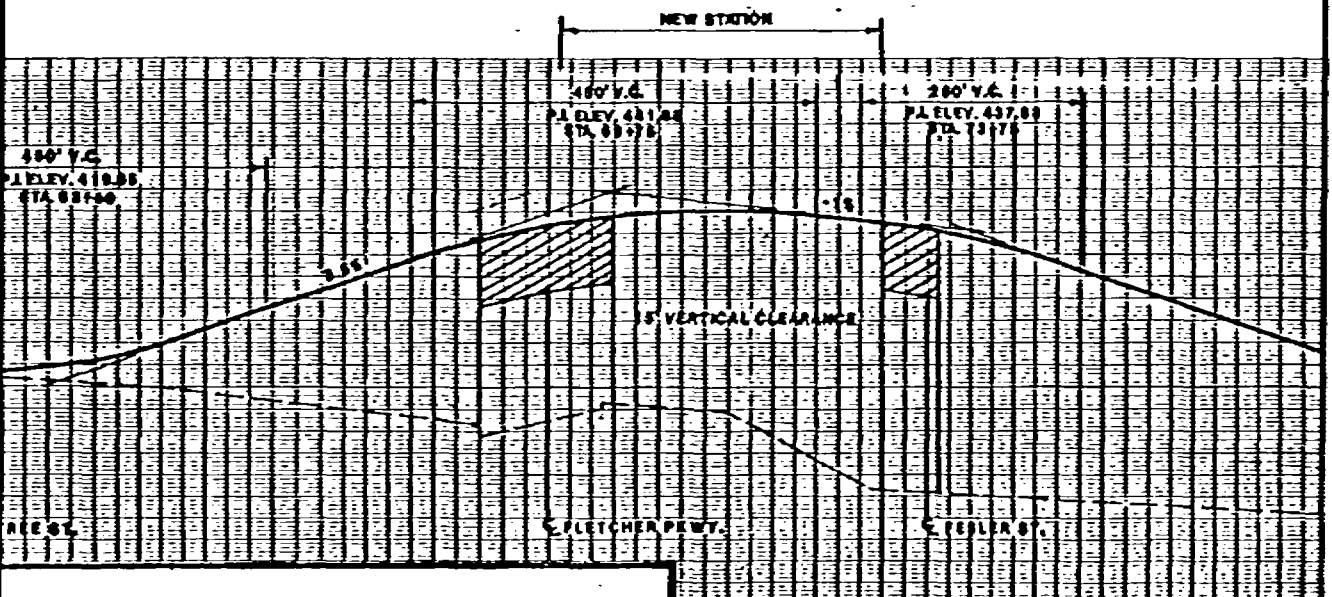
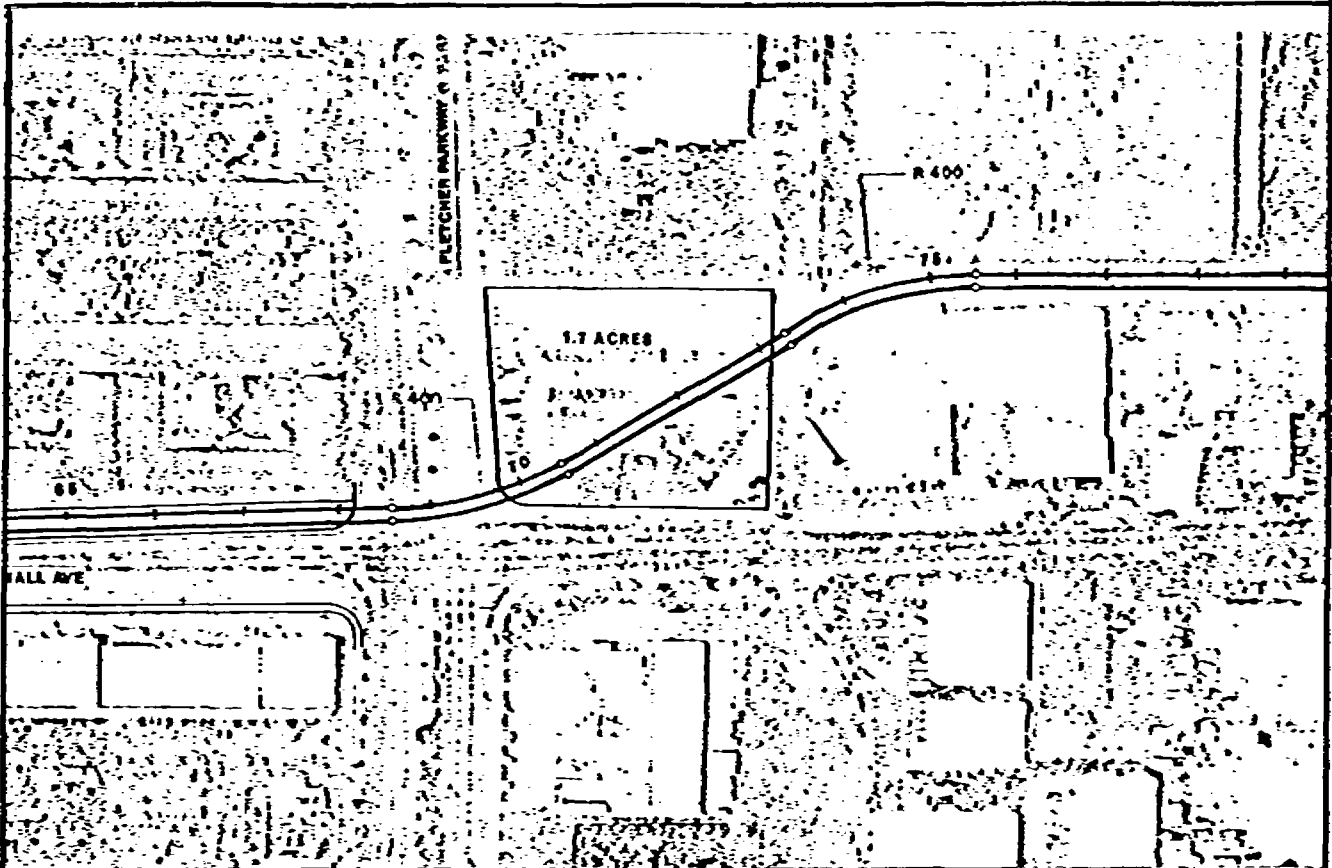


Metropolitan Transit Development Board

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 (619) 231-1466







FLETCHER PARKWAY GRADE SEPARATION  
LIGHT RAIL OVER FLETCHER PARKWAY

PROFILE 75  
HORIZ. 1"=100'  
VERT. 1"=10'

78'

78'

ASSUME 10  
FOOTINGS,  
LARGE DIA.

DATUM ELEV. 400

68

69

70

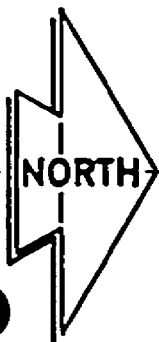
EXIST. G

# ELEVATION

1"=40'

**NOTE:**

TRAFFIC WILL PASS TH



FLETCHER

PARKWAY

Q LRT

68

69

70

MARSHALL AVENUE

69'

55'

ADVANCE PLANNING STUDY

FLETCHER PARKWAY UNDERPASS PROJECT

FLETCHER PARKWAY UNDERPASS

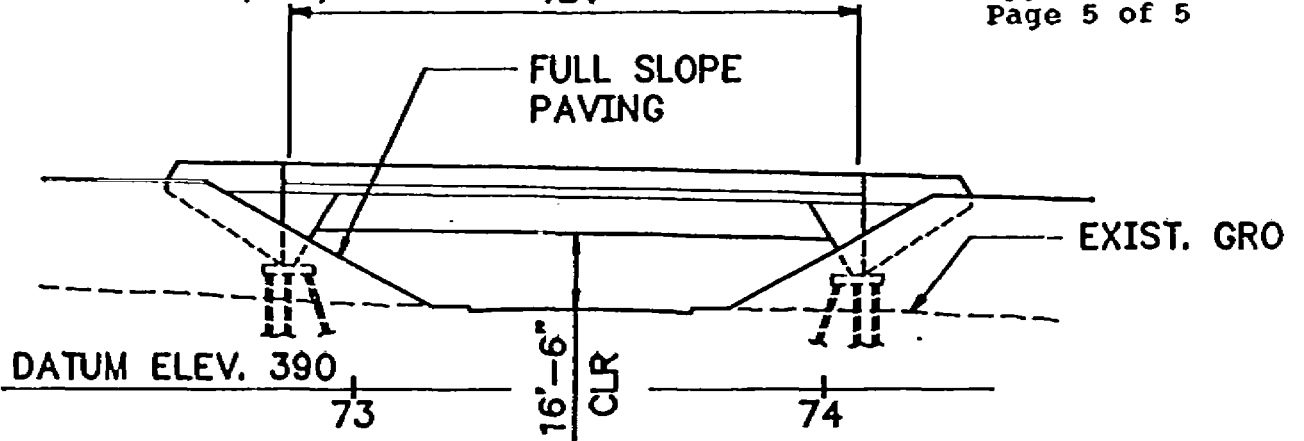
CITY OF EL CAJON

PUC GRADE CROSSING #36D-17.81-C

BRIDGE NO:  
36D-17.81

DATE:  
1/26/90

BY:  
HEM



ASSUME 100 TON  
PILE FOOTINGS

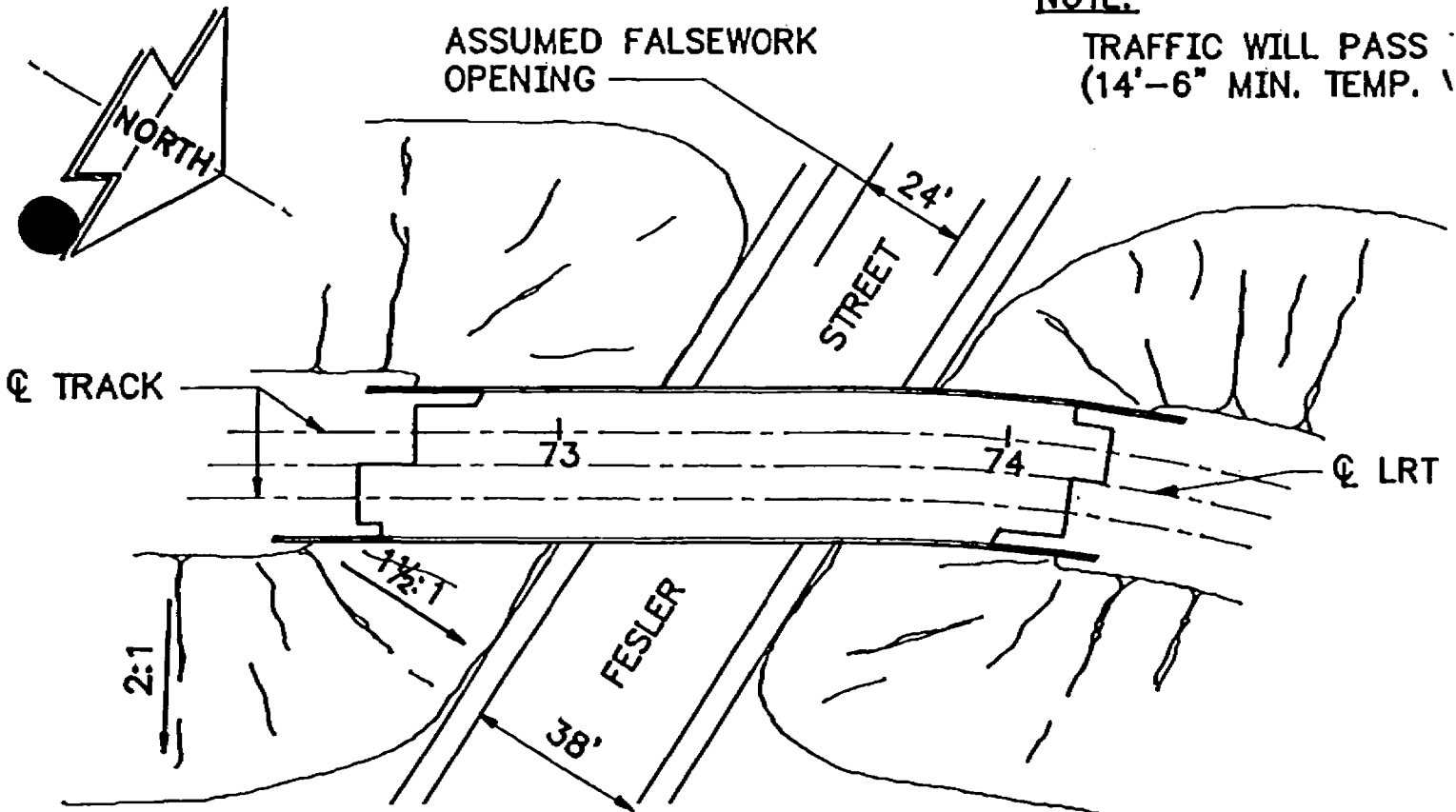
# ELEVATION

1"=40'

### NOTE:

TRAFFIC WILL PASS  
(14'-6" MIN. TEMP. \

ASSUMED FALSEWORK  
OPENING



# PLAN

1"=40'

ADVANCE PLANNING STUDY

FLETCHER PARKWAY UNDERPASS PROJEC

FESLER UNDERPASS

CITY OF EL CAJON

PUC GRADE CROSSING #36D-17.91-C

BRIDGE NO: 36D-17.91	DATE: 1/26/90	BY: HEM
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