

Decision 90 03 063 MAR 28 1990

**CONFIDENTIAL**

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 Main Street Underpass Alteration  
 Project over Main Street in the City  
 of Chula Vista in accordance with  
 the MTDB objective to improve safety  
 conditions at grade crossings.

Application 90-02-014  
(Filed February 5, 1990)

O P I N I O N

The San Diego Metropolitan Transit Development Board (MTDB) requests authority to reconstruct and alter an existing grade separation of the San Diego and Arizona Eastern Railway Company (SD&AE) main line over Main Street in Chula Vista (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. 7.

SD&AE, a wholly owned subsidiary of MTDB, owns the grade separation structures, right-of-way and railroad tracks at the location of the project. The tracks are used for light-rail operations of San Diego Trolley, Inc (SDTI), also a wholly owned subsidiary of MTDB, and San Diego and Imperial Valley Railroad Company (SD&IV), a leasee freight railroad operator. SDTI operation on the SD&AE main line is called the "South Line".

The alteration would allow the city to widen Main Street from 60 feet to 102 feet. The street widening would accomodate the heavy automobile and truck traffic now using Main Street, and improve sightlines into the adjacent intersection of Industrial Boulevard and Main Street for westbound vehicles crossing under the

grade separation. The alteration of the grade separation, which includes reconstruction of two railroad bridges, would also eliminate S-curves in the SD&AE tracks just to the north.

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 is categorically exempt from the reporting requirements of CEQA under PR Code Section 21080.13; however, construction will be performed to give detailed consideration to the potential impact upon the quality of the environment.

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 Main Street underpass has been inspected by the Commission's Safety Division - Traffic Engineering staff. After review of the proposed grade separation improvement plans staff recommends that MTDB's request be granted.

A temporary shoofly track would be constructed and used by northbound rail traffic during reconstruction of the grade separation. The shoofly track would be connected to an existing spur track grade crossing of Main Street, parallel to and east of the main line tracks. Southbound rail traffic would be routed over the old east railroad bridge and then the reconstructed west railroad bridge during this period. The at-grade crossing would be protected with two Standard No 9-A automatic gate-type signals with cantilevered flashing lights during its use by detoured SDTI light rail vehicles and SD&IV through freight trains. The shoofly would be removed and the grade crossing restored to spur track service only upon completion and opening of the reconstructed east railroad bridge. The spur track service is less than 2 trains every six months.

The application was found to be in compliance under the Commission's filing requirements, including Rule 40 of Rules of Practice and Procedure which relates to the construction of

railroad tracks 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. By letter dated February 28, 1990, the San Diego and Imperial Valley Railroad advised that it supports this application. 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 reconstruct and alter the SD&AE grade separation over Main Street in the City of Chula Vista, San Diego County.
2. Reconstruction and alteration of the Main Street grade separation requires that an existing spur track grade crossing of Main Street be connected to a shoofly track which will be required for detour of through trains and light rail vehicles during the period of construction.
3. Reconstruction and alteration of the SD&AE grade separation is required for widening of Main Street, which is heavily used by trucks and automobiles, and will also improve visibility of the intersection of Main Street and Industrial Boulevard from westbound vehicles crossing under the reconstructed railroad bridges.
4. Reconstruction of the bridges will allow elimination of S-turns in the tracks north of the grade separation.
5. Public convenience, necessity and safety require alteration and reconstruction of the proposed grade separation.
6. Public safety requires that protection at the temporary detour grade crossing be two Standard No. 9-A automatic gate-type signals with cantilevers (General Order (GO) 75-C).
7. MTDB is the lead agency for this project under CEQA, as amended.

8. 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.

9. 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 alter and reconstruct the San Diego and Arizona Eastern Railway Company (SD&AE) grade separation over Main Street in Chula Vista, San Diego County, at the location and substantially as shown by plans attached to the application and this order, identified as crossing 36 - 10.3-B.

2. MTDB is also authorized to construct a temporary detour shoofly track which will use an existing spur track grade crossing of Main Street during the period of construction, identified as crossing 36 - 10.3-C.

3. Protection at the temporary detour grade crossing shall be two Standard No. 9-A automatic gate-type signals with cantilevers (GO 75-C).

4. Upon completion of the undercrossing, and its opening to vehicular traffic, the temporary shoofly track will be removed and the grade crossing restored to use as a spur track crossing only. Protection at the restored spur track crossing will be two Standard No. 1-R railroad crossing signs (GO 75-C).

5. Clearances shall be in accordance with GO 143 for SDTI.

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

7. 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.

8. 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.

9. 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.

10. 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.

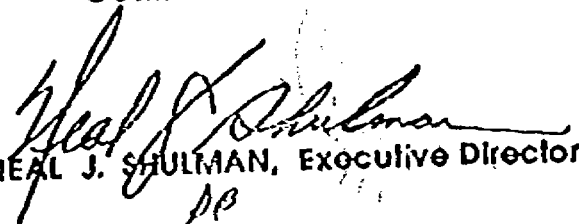
11. The application is granted as set forth above.

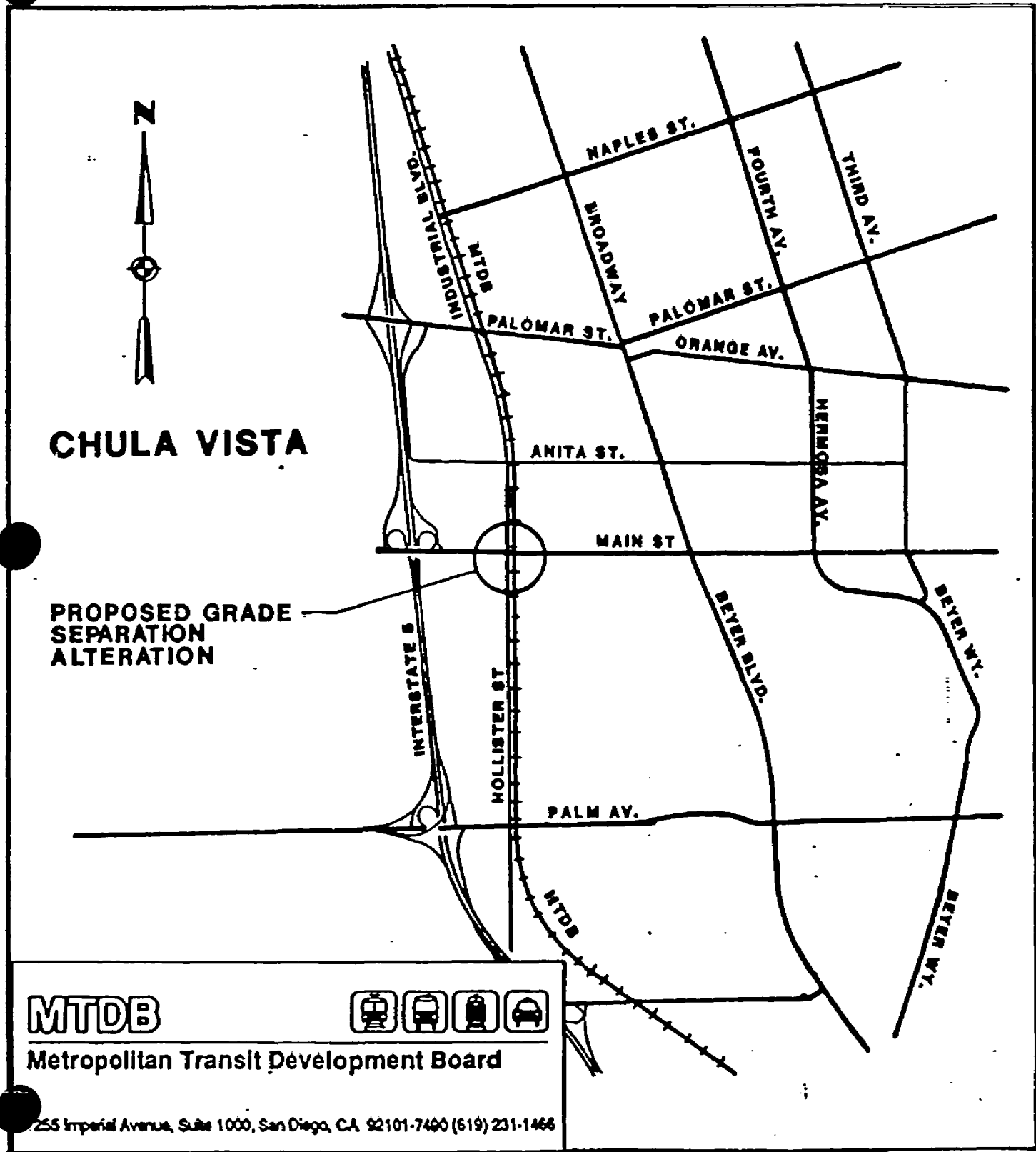
This order becomes effective 30 days from today.

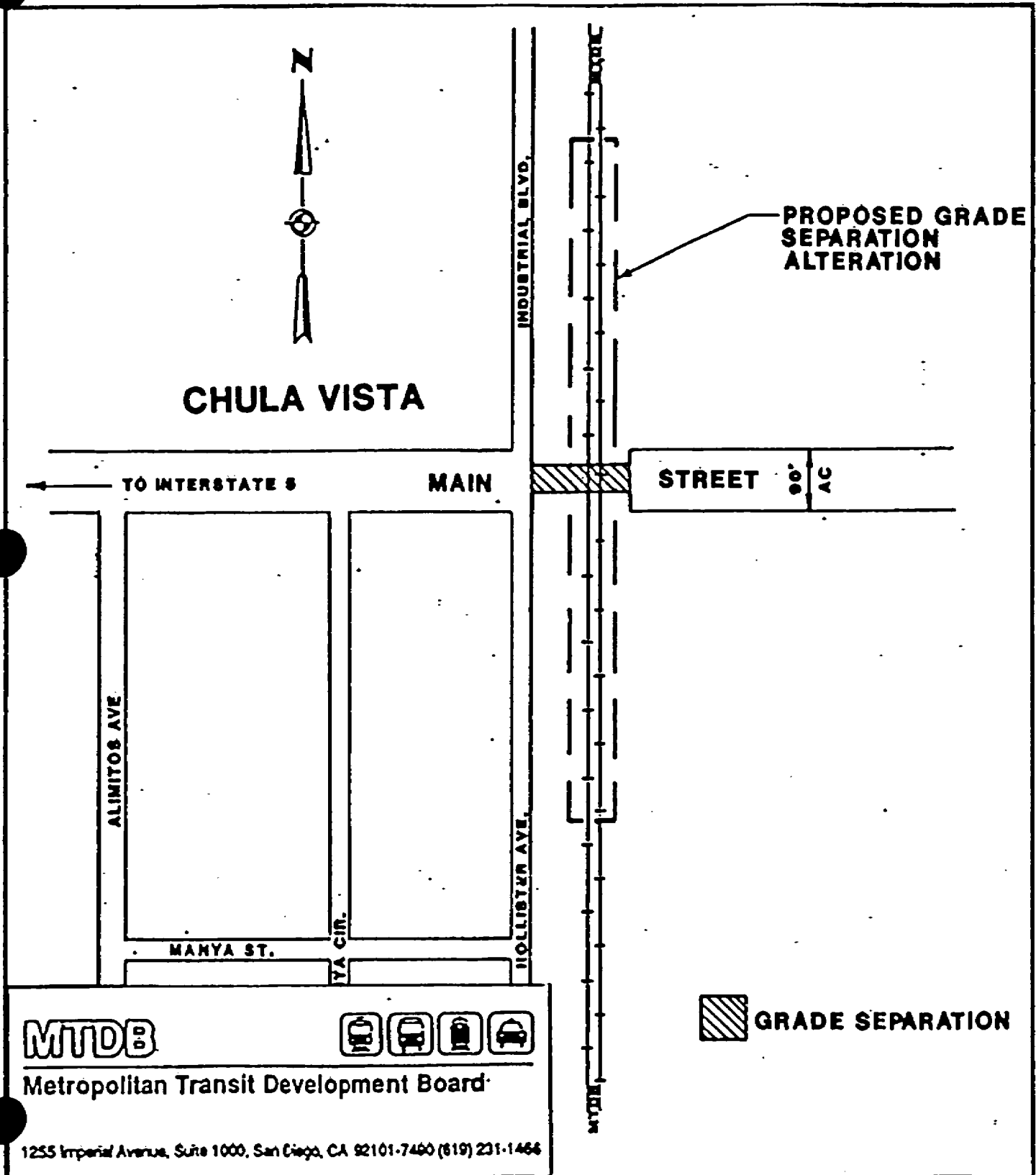
Dated MAR 28 1990 at San Francisco, California.

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

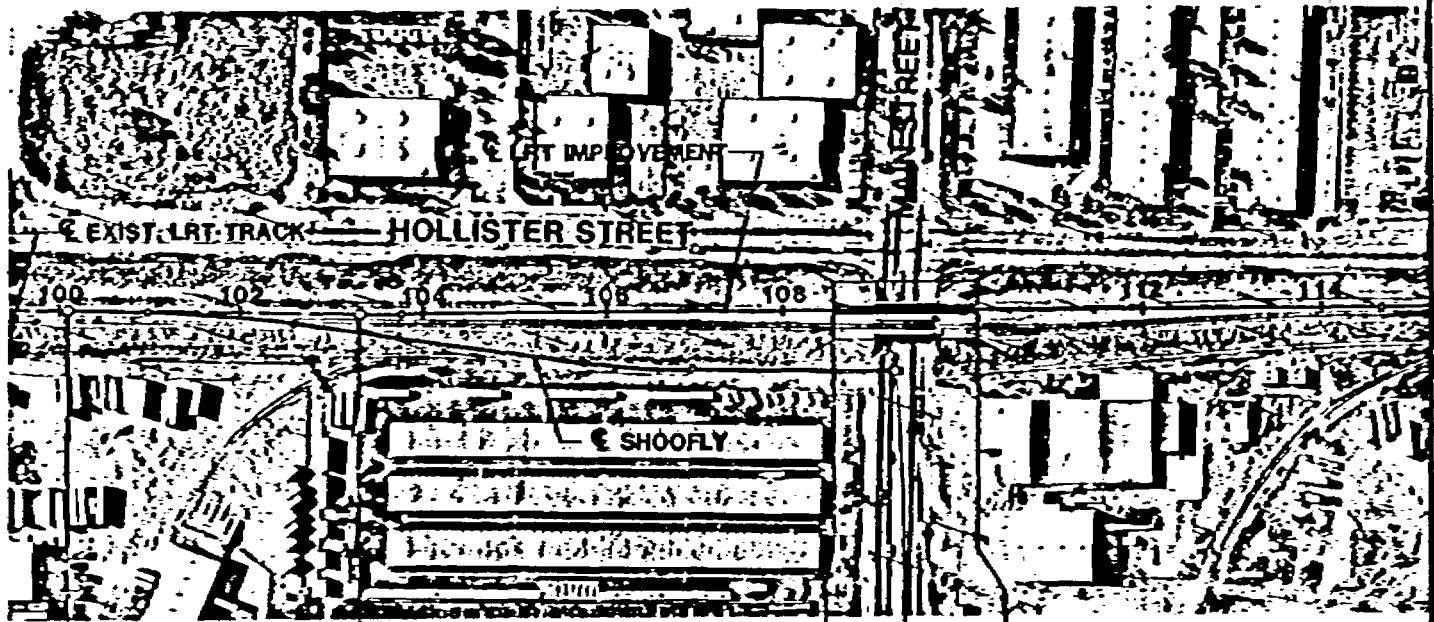
I CERTIFY THAT THIS DECISION  
WAS APPROVED BY THE ABOVE  
COMMISSIONERS TODAY

  
NEAL J. SHULMAN, Executive Director  
JB









**PLAN**  
SCALE: 1" = 100'

BEGIN SHOOFLY MATCH EXIST. LRT TRACK STA. 100 + 10

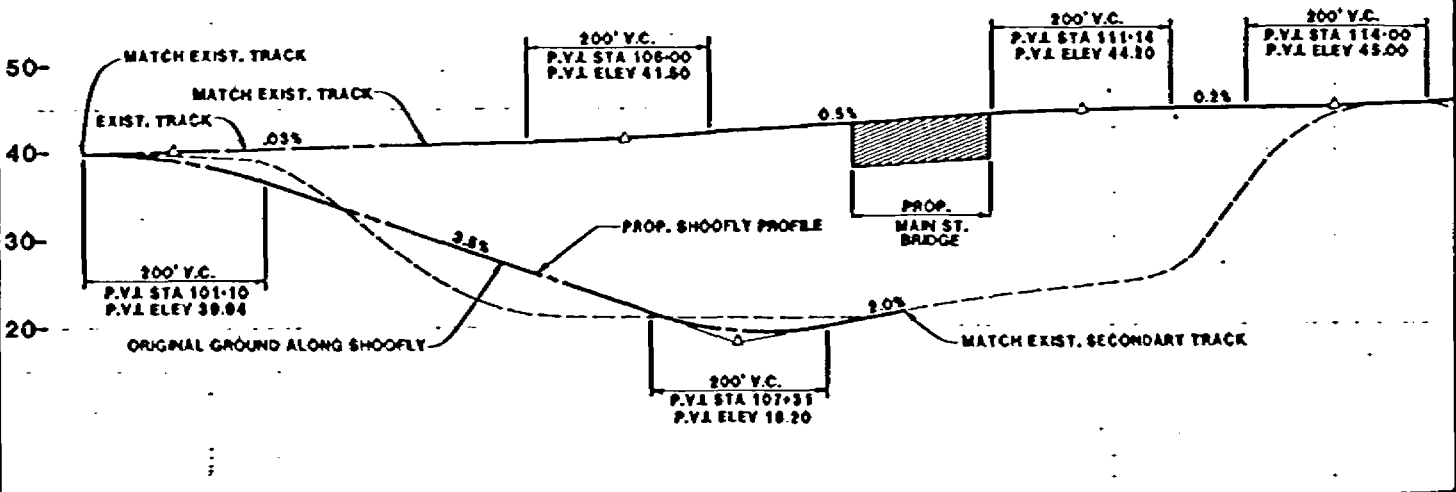
BEGIN LRT TRACK IMPROVEMENT STA. 103 + 32

BEGIN BRIDGE STA. 108 + 58

END SHOOFLY MATCH EXIST. SECONDARY TRACK STA. 109 + 25

END BRIDGE STA. 110 + 12

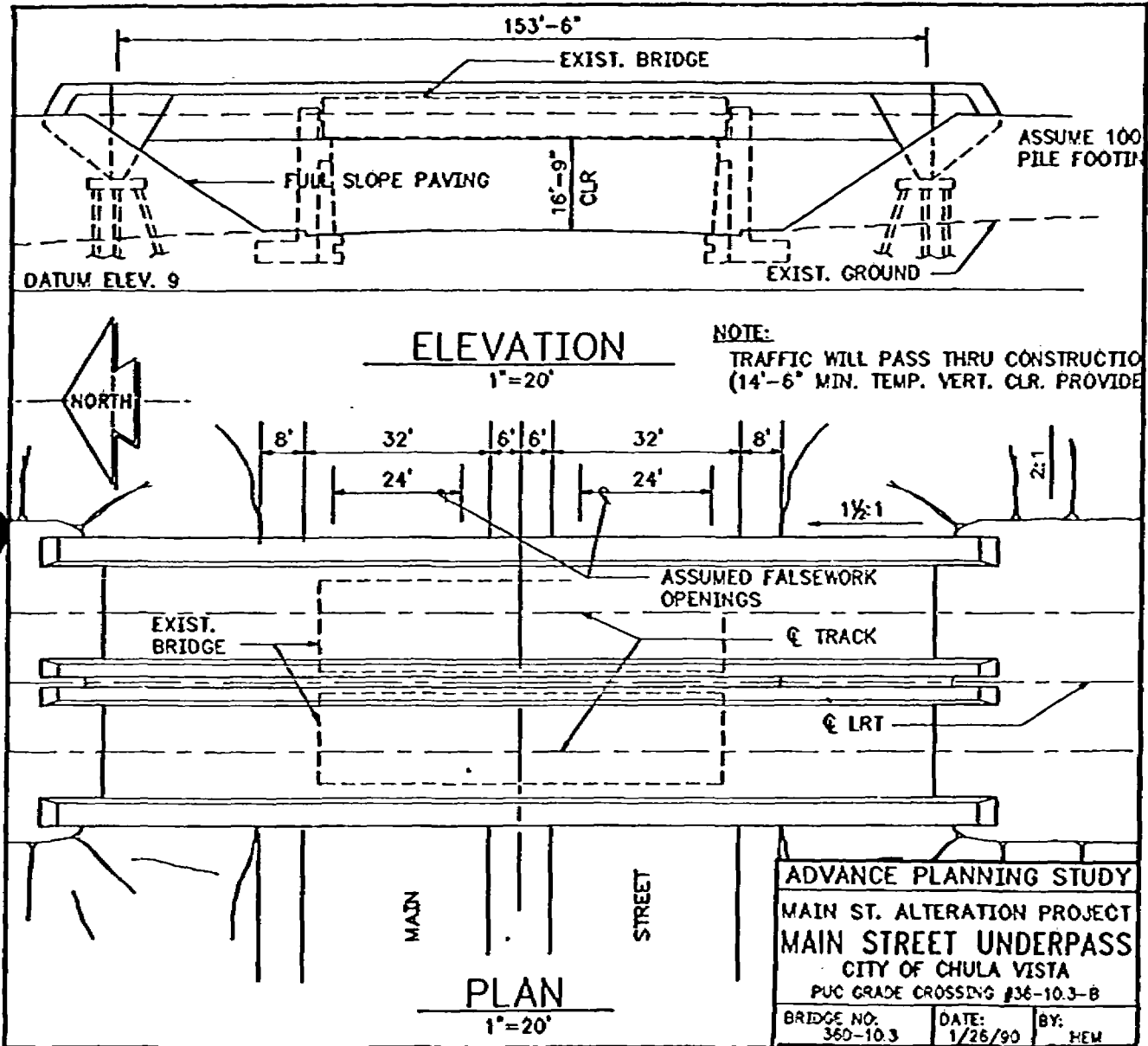
END LRT TRACK IMPROVEMENT



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**LIGHT RAIL GUIDEWAY PROJECT**  
City of Chula Vista  
**MAIN STREET UNDERPASS  
ALTERATION PROJECT**



(END OF APPENDIX A)