

Decision 90 08 039 AUG 8 1990

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

The application of the City of San Marcos to construct Knoll Road, a public street, across the track of The Atchison, Topeka and Santa Fe Railway Company's Escondido branch line, in the City of San Marcos, County of San Diego.

Application 90-04-056
(Filed April 30, 1990)

O P I N I O N

The City of San Marcos (City) requests authority to construct Knoll Road at grade across the track of The Atchison, Topeka and Santa Fe Railway Company's (AT&SF) Escondido branch Line in San Marcos, San Diego County.

The crossing would be located in a rapidly growing area of north San Diego County. California State University at San Marcos will open in 1992. The crossing would allow northwest access from the university, residential neighborhoods, and commercial development south of the track to the major east-west arterial in the city by connecting Knoll Road to Mission Road. Mission Road parallels the Escondido branch on its north side.

Train traffic along the branch is now approximately one round trip a day. Sale of the branch is an option under consideration by AT&SF. San Diego North County Transit District and San Diego Metropolitan Transit Development Board have publicly announced their intention to jointly purchase the branch and reconstruct it for light rail transit operation between Oceanside and Escondido by 1995.

City is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Section 21000 et seq. After preparation and review of an Initial Study, City found that the project was consistent with its General Plan, issued a Negative Declaration,

and approved the project. On March 16, 1987, the Notice of Determination was filed with the San Diego County Clerk.

The Commission is a responsible agency for this project under CEQA and has independently evaluated and assessed the lead agency's Negative Declaration. The proposed crossing will not have a significant impact on the environment.

The site of the proposed project has been inspected by the Safety Division's Traffic Engineering staff.

City has met the filing requirements of the Commission's Rules of Practice and Procedure including Rule 38, which relates to the construction of public highways across a railroad. A location sketch and drawings of the crossing protection and street geometrics are attached to Appendix A of this order.

To improve the riding quality and durability of the crossing, City requests an exemption from General Order (GO) 72-B to permit the installation of a rubber grade crossing surface. An exemption from GO 72-B to permit the installation will be granted.

Notice of the application was published in the Commission's Daily Calendar on May 7, 1990. City and AT&SF have signed an agreement for construction and maintenance of the crossing and forwarded Safety Division staff a copy. No protests have been filed and a public hearing is not necessary.

Findings of Fact

1. City requests authority under Public Utilities Code Sections 1201-1205 to construct Knoll Road at grade across AT&SF's track in San Marcos, San Diego County.
2. The proposed crossing is required to provide access from residential and commercial development south of the track to the major east-west arterial road in the city.
3. Public convenience and necessity require construction of the proposed railroad-highway crossing.
4. Public safety requires that protection at the crossing be one Standard No. 9-A automatic gate-type signal with cantilever, three Standard No. 9 automatic gate-type signals, and one Standard No. 8 flashing light signal (General Order (GO) 75-C).

5. The public will benefit from installation of a rubber crossing surface at the proposed AT&SF crossing.

6. City is the lead agency for this project under CEQA, as amended.

7. The Commission is a responsible agency for this project and has independently evaluated and assessed the lead agency's Initial Study and Negative Declaration.

8. The project will have no significant impact on the environment.

Conclusions of Law

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

2. An exemption from GO 72-B should be granted to permit the installation of a rubber grade crossing surface of the crossing.

ORDER

IT IS ORDERED that:

1. The City of San Marcos (City) is authorized to construct Knoll Road at grade across The Atchison, Topeka and Santa Fe Railway Company's (AT&SF) Escondido branch Line in San Marcos, San Diego County, at the location and substantially as shown on the plans attached to the application and Appendix A of this order, to be identified as Crossing 2E-15.7.

2. City is granted an exemption from GO 72-B to permit the installation of a rubber grade crossing surface at the crossing.

3. Construction and maintenance of the crossing shall be in accordance with the provisions of GO 72-B except that rubber grade crossing surface shall be installed at the AT&SF crossing.

4. Clearances shall conform to GO 26-D. Walkways shall conform to GO 118.

5. Protection at the crossing shall be one Standard No. 9-A automatic gate-type signal with cantilever, three Standard No. 9 automatic gate-type signals, and one Standard No. 8 flashing light signal (GO 75-C).

6. Construction expense of the crossing and installation cost of the automatic protection shall be borne by City.

7. Maintenance cost of the automatic protection shall be borne by City under PU Code Section 1202.2.

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

9. This authorization shall expire if not exercised within two 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.

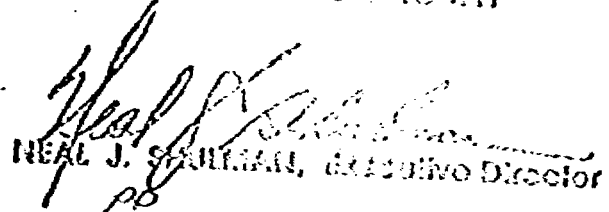
10. The application is granted as set forth above.

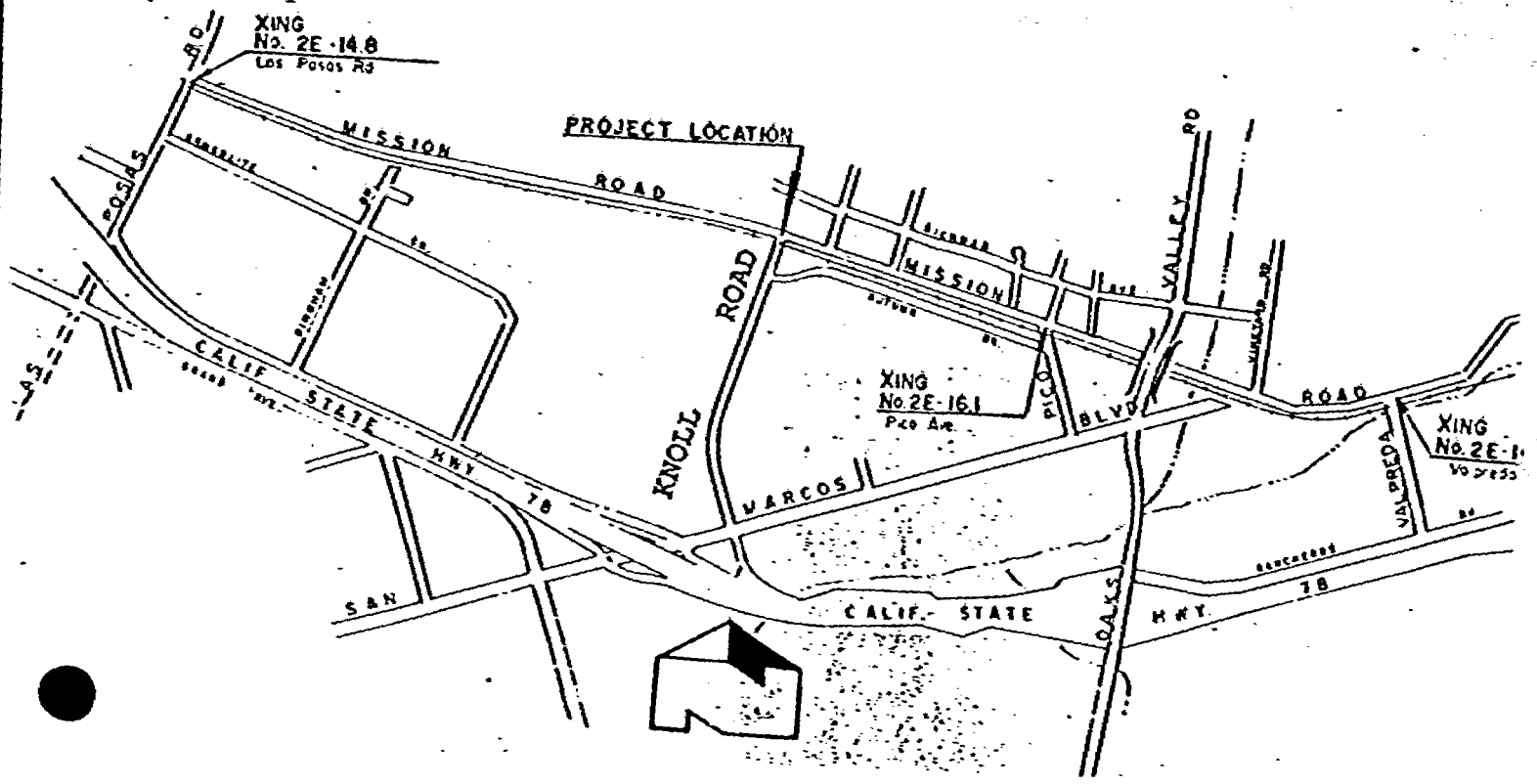
This order becomes effective 30 days from today.

Dated AUG 8 1990 at San Francisco, California.

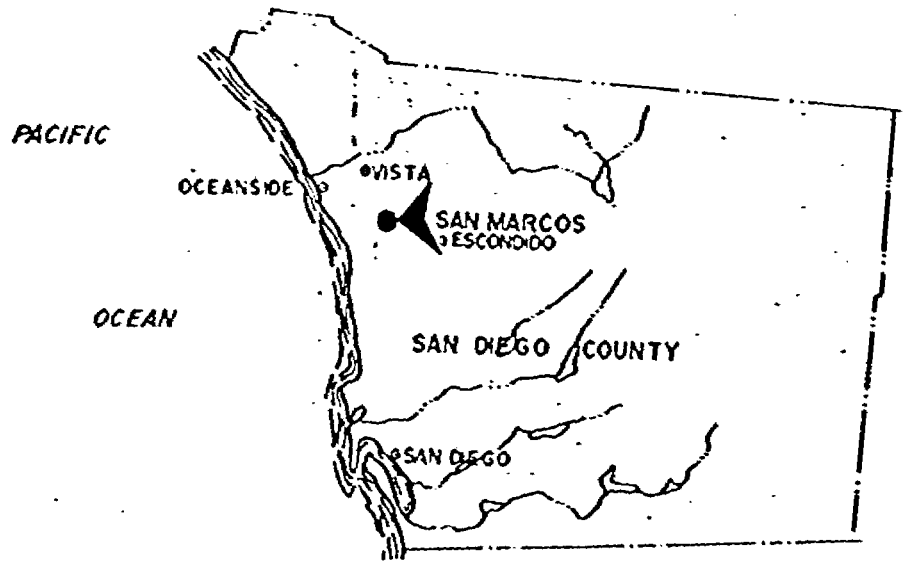
G. MITCHELL WILK
President
FREDERICK R. DUDA
STANLEY W. HULETT
JOHN B. OHANIAN
PATRICIA M. ECKERT
Commissioners

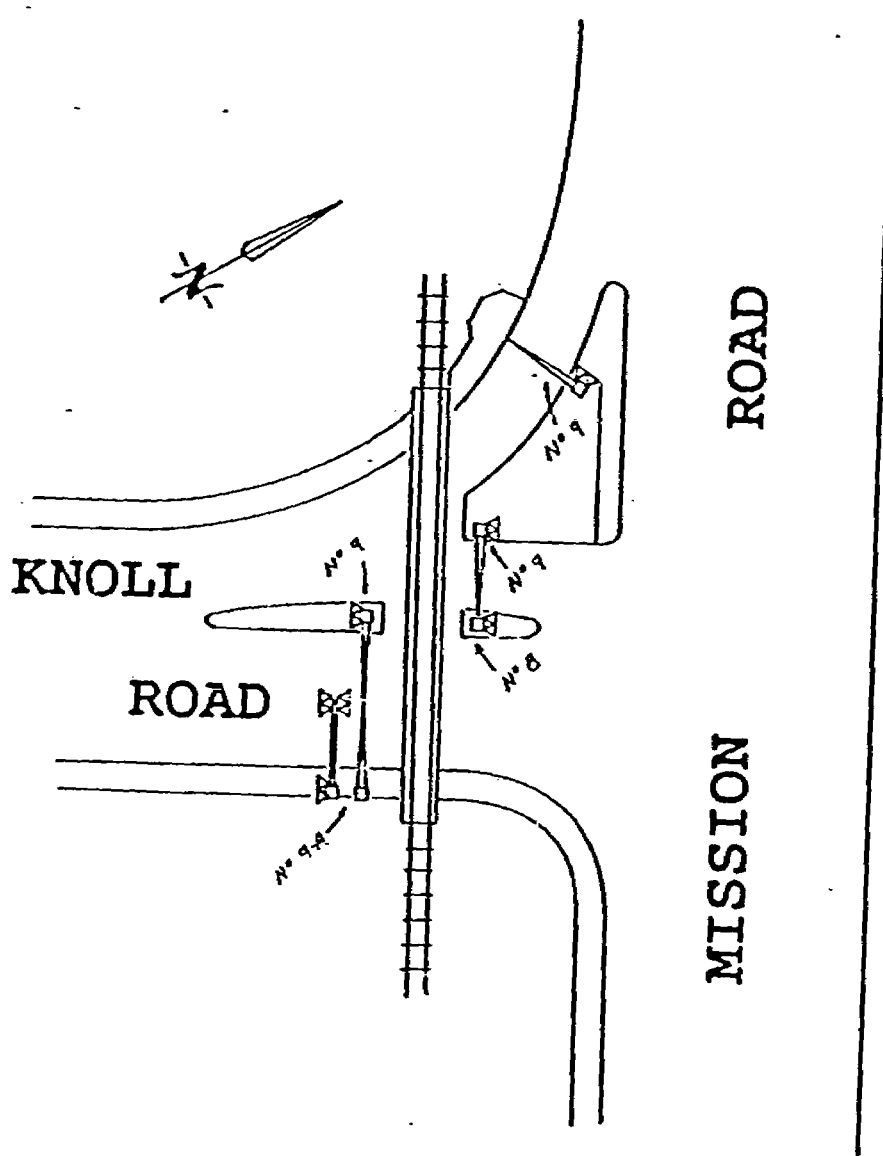
I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS AND BY


NEAL J. SULLIVAN, Executive Director

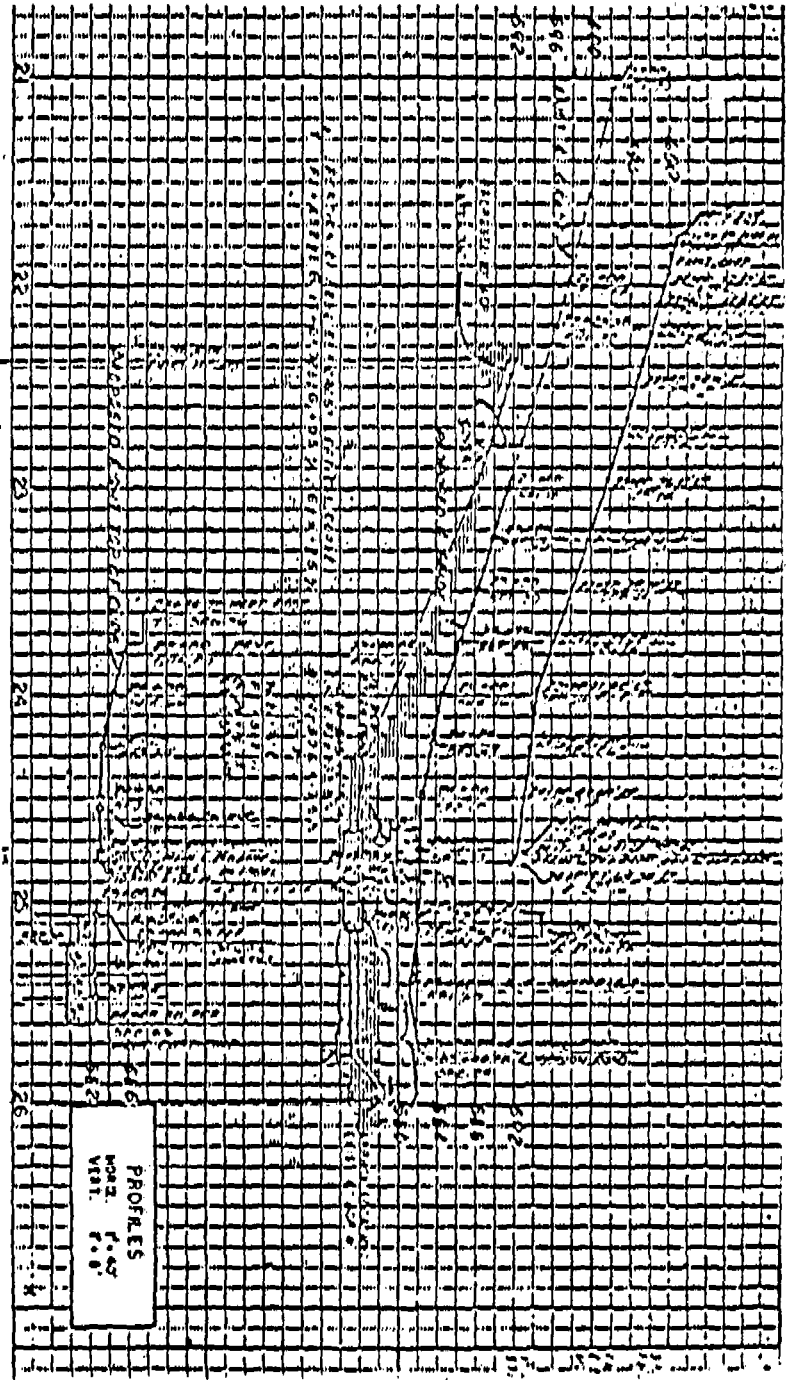


CITY OF SAN MARCOS **ENGINEERING DEPARTMENT**
KNOLL ROAD RAILROAD CROSSING

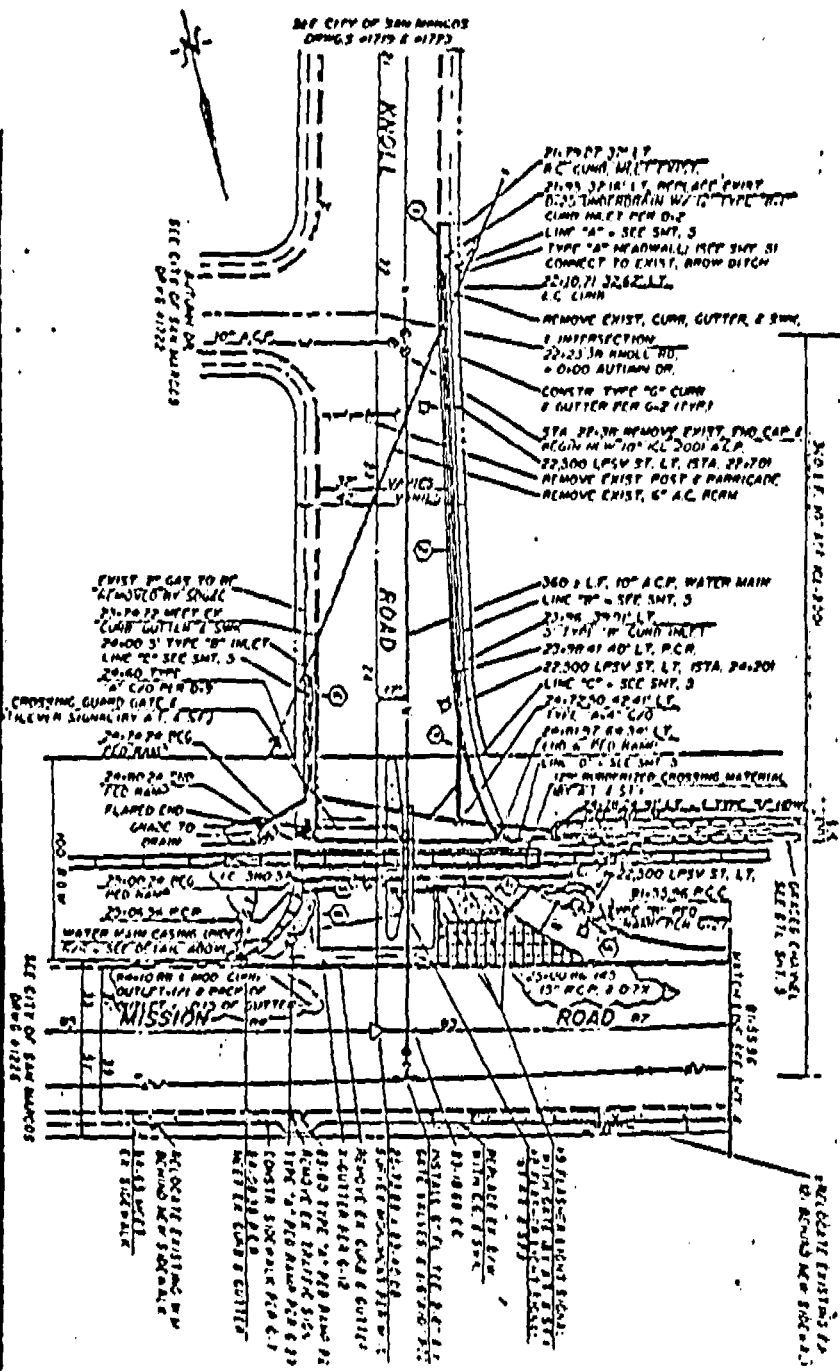




CITY OF SAN MARCOS
KNOLL ROAD RAILROAD CROSSING



PROFILES
HORIZ. P. 0-4
VERT. P. 0-8



CITY OF SAN MARCOS ENGINEERING DEPARTMENT

KNOLL ROAD RAILROAD CROSSING

SITE CITY OF SAN MARCOS
DRAWING 01719 & 01773

SITE CITY OF SAN MARCOS
DRAWING 01719 & 01773