

Decision 97-04-076 April 23, 1997

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application of the

ORIGINAL

SAN DIEGO METROPOLITAN)	
TRANSIT DEVELOPMENT BOARD)	
for an order authorizing construction of)	Application 94-03-002
two light rail vehicle tracks at-grade at)	(Filed March 3, 1994;
Palm, Sassafras, Washington, Noell, and)	Petn. for Modification
Taylor Streets; grade separate two light)	Filed, December 16,
rail vehicle tracks below Grape Street and)	1996).
Hawthorne Street; and above Laurel Street)	
and Witherby Street; reconstruct two)	
freight/intercity/commuter rail tracks)	
at-grade at Grape, Hawthorn, Laurel, Palm,)	
Sassafras, Washington, Noell, and Taylor)	
Streets in the City and County of San Diego))	
<u>California.</u>)	

ORDER MODIFYING DECISION 94-06-042

By Decision (D.) 94-06-042, dated June 22, 1994, in Application (A.) 94-03-002, San Diego Metropolitan Transit Development Board (MTDB) was authorized to construct: two LRT tracks at-grade across Palm Street, Sassafras Street, Washington Street, Noell Street, and Taylor Street; two LRT tracks at separated grades at Grape Street, Hawthorn Street, Laurel Street, and Witherby Street; to close Juniper Street; and also relocate and reconstruct the two existing tracks of the Burlington Northern Santa Fe Railway Company's (BNSF) (formerly The Atchison, Topeka and Santa Fe Railway Company's) former main line, which has recently been acquired by MTDB, in San Diego, San Diego County.

MTDB filed a Petition for Modification to D.94-06-042 on December 16, 1996, requesting that D.94-06-042 be modified to; revise the active warning devices, northeast (NE) quadrant, southeast (SE) quadrant, and southwest (SW) quadrant at Taylor Street (Crossing 2-264.2) and relocate the crossing gate and.

cantilever (No. 9-A) in the northeast (NE) quadrant at Washington Street (Crossing 2-265.6).

Changes in street and roadway geometrics as well as vehicular and pedestrian traffic patterns, created the need for MTDB to incorporate certain engineering revisions to provide an increase in crossing safety. The Commission staff is in agreement with MTDB and recommended that the instant Amendment to Application (A.) 94-03-002 be filed to Modify Decision (D.) 94-06-042.

The Commission's Rail Safety and Carriers Division staff has inspected the project site, has reviewed MTDB's request, concurs with proposed modifications, and recommends that the Petition for Modification be granted.

Findings of Fact

1. Petition for Modification of D.94-06-042 was published in the Commission's Daily Calendar on December 18, 1996. No Protests have been received. A public hearing is not necessary.

2. MTDB was granted authority, under Public Utilities Code Sections 1201-1205 by D.94-06-042 to construct two new tracks, relocate, reconstruct two existing tracks, grade separate light rail crossings and to perform other rail related activities between the limits of Grape Street and Taylor Street, a distance of 3.3 miles, which will be required to complete the Old Town Light Rail Transit Extension Project, in San Diego, San Diego County.

3. Public convenience, necessity and safety require the proposed changes as set forth in the Appendices.

Conclusion of Law:

MTDB request to modify D.94-06-042 should be granted as set forth in the following order.

ORDER

IT IS ORDERED that Decision 94-06-042 shall be modified as follows:

1. San Diego Metropolitan Transit Development Board (MTDB) is authorized to perform rail related modifications as more fully indicated and substantially as shown by plans attached to the amended application, and Appendices A, C, and D of this order in the City of San Diego, San Diego County.

2. Protection at Taylor Street at grade crossing shall be one Standard No. 9-A automatic gate-type signal with cantilever, two Standard No. 9 automatic gate-type signals, three Standard No. 8 flashing light-type signals, and two Standard No. 10 pedestrian type signals (GO 75-C).

3. Protection at Washington Street at-grade crossing shall be two Standard No. 9-A automatic gate-type signals with cantilevers, and three Standard No. 8 flashing light-type signals (GO 75-C).

4. This authorization shall expire if not exercised within two years from the effective date of this order or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity or safety so require.

5. In all other respects, Decision 94-06-042 shall remain in full force and effect.

This order is effective 30 days from today.

Dated MARCH 23, 1997, at San Francisco, California.

P. GREGORY CONLON

President

JESSIE J. KNIGHT, JR.

HENRY M. DUQUE

JOSIAH L. NEEPER

RICHARD A. BILAS

Commissioners

*7. Washington Street

AT&SF

The crossing warning devices shall consist of two Standard No. 9-A automatic gate-type signals with cantilevers (No. 9-A in the Northeast quadrant shall be relocated to approximately 15 feet east of the centerline of the East LRT track), and three Standard No. 8 flashing light-type signals. The crossing will be identified as 2-265.6.

MTDB LRT

Joint Crossings. See AT&SF above.

8. Noell Street

AT&SF

The crossing warning devices shall consist of two Standard No. 9-A automatic gate-type signals with cantilevers one Standard No. 9 automatic gate-type signal, and three Standard No. 8 flashing light-type signals. The crossing will be identified as 2-265.4.

MTDB LRT

Joint crossing. See AT&SF above.

* Denotes change or revision from (D.) 94-06-042

9. Witherby Street

AT&SF

The heavy rail tracks are already grade separated above Witherby Street. The crossing is identified as 2-265.0-B.

MTDB LRT

MTDB shall construct the LRT tracks above Witherby Street. The crossing shall also be identified as 2-265.0-B.

*10. Taylor Street

AT&SF

The crossing warning devices shall consist of one Standard No. 9-A automatic gate-type signal with cantilever, two Standard No. 9 automatic gate-type signals, three Standard No. 8 flashing light-type signals, and two Standard No. 10 pedestrian type signals. The crossing warning devices shall be installed as indicated by plans attached to the amended application and as identified in the appendices of this order. The traffic signals at the adjacent intersections of Congress Street/Taylor Street and Taylor Street/Pacific Highway shall be preempted by train and LRT movements. The crossing will be identified as 2-264.2.

MTDB LRT

Joint crossing. See AT&SF above.

* Denotes change or revision from (D.) 94-06-042

Amended Appendix C
 MTDB San Diego Old Town Extension Crossings
 Page 1 of 2

Street Name/ Crossing Number	Existing Warning Devices	Proposed Westside Warning Devices () Quadrant	Proposed Eastside Warning Devices () Quadrant
Grape Street 2-267.0	2 No. 9's	2 No. 9-A's (NW,SW) 1 No. 9 (NW)	2 No. 8's (NE,SE) additional set of
2-267.0-A	Grade separated for light rail tracks.		
Hawthorn St. 2-266.9	2 No. 9's	2 No. 8's (NW,SW) with additional set of lights.	2 No. 9-A's (NE,S
2-266.9-A	Grade separated for light rail tracks.		
Juniper St. 2-266.7	2 No. 9's	To be closed and vacated.	
Laurel Street 2-266.6	2 No. 9's	1 No. 9-A (SW) 1 No. 9 (NW) 1 No. 8 (NW)	1 No. 9-A (NE) 1 No. 8 (SE)
2-266.6-B	Grade separated for light rail tracks.		
Palm Street 2-266.4	2 No. 9's	1 No. 9-A (SW) 1 No. 8 (NW)	1 No. 9 (NE) 1 No. 8-A (NE) 1 No. 8 (SE)
Sassafras St. 2-266.1	2 No. 9's	1 No. 9-A (SW) 1 No. 9 in raised median 1 No. 8 (NW)	1 No. 9-A (NE) 2 No. 8's (SE,med

* Denotes change or revision from (D.) 94-06-042

Amended Appendix C
 MTDB San Diego Old Town Extension Crossings
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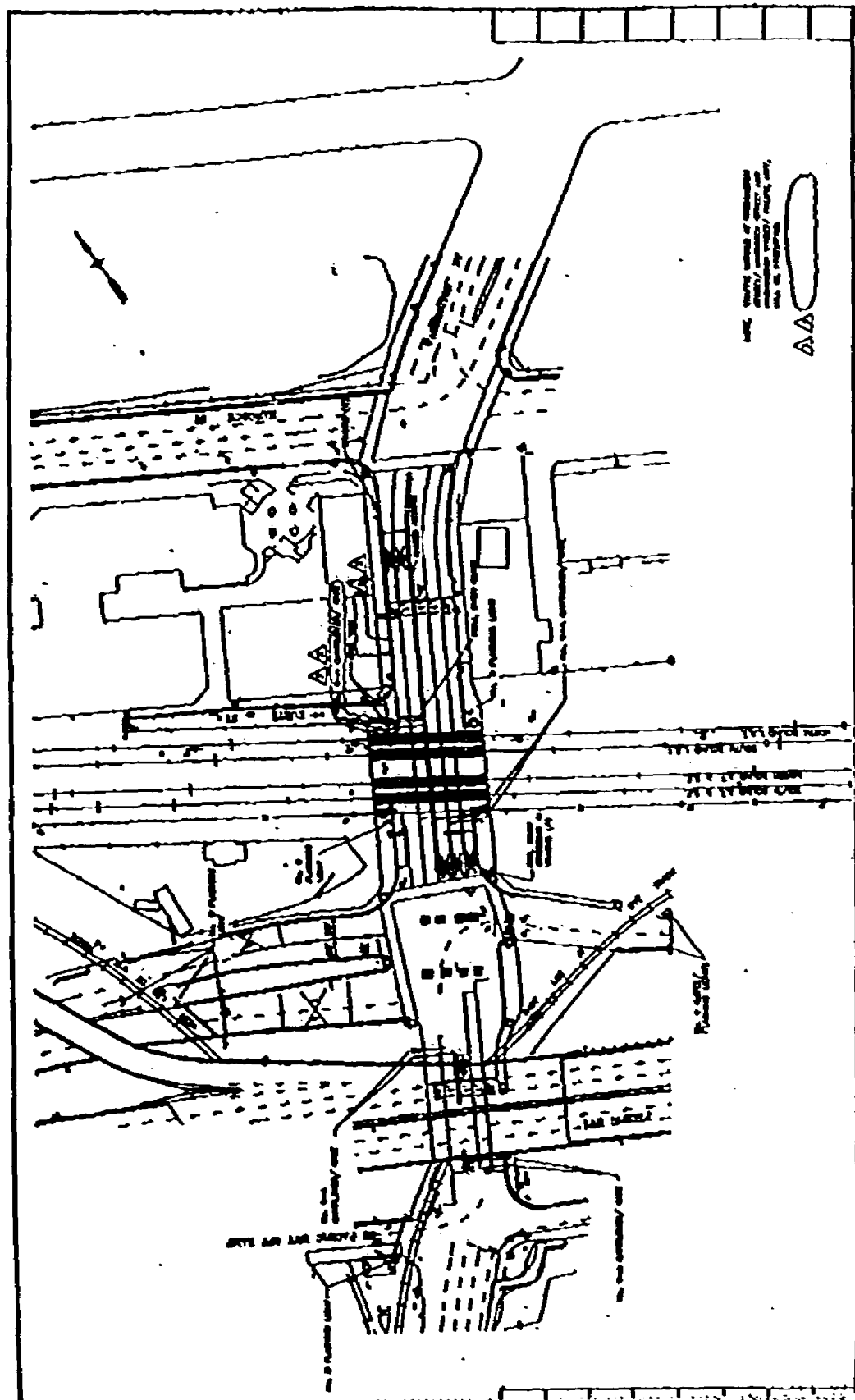
Street Name/ Crossing Number	Existing Warning Devices	Proposed Westside Warning Devices () Quadrant	Proposed Eastside Warning Devices () Quadrant
* Washington St. 2-265.6	3 No. 9's	1 No. 9-A (SW) 1 No. 8 (NW)	1 No. 9-A (NE, Rel) 1 No. 8 (SE) 1 No. 8 (NE)
Noell Street 2-265.4	2 No. 9-A & 1 No. 9	1 No. 9-A (SW) 1 No. 9 @ Kurtz St. (NW) 2 No. 8's (NW, SW)	1 No. 9-A (NE) 1 No. 8 (SE)
Witherby Street 2-265.0-B	Existing tracks grade separated. New light rail tracks will also be grade separated.		
* Taylor Street 2-264.2	2 No. 9's	1 No. 9-A (SW) 1 No. 9 (SW) 1 No. 8 (NW) 1 No. 10 (SW)	1 No. 9 (NE) 1 No. 8 (NE) 1 No. 8 (SE) 1 No. 10 (SE)

* Denotes change or revision from (D.) 94-06-042

A.94-03-002

RSAC/RRT/hsm

Amended Appendix D
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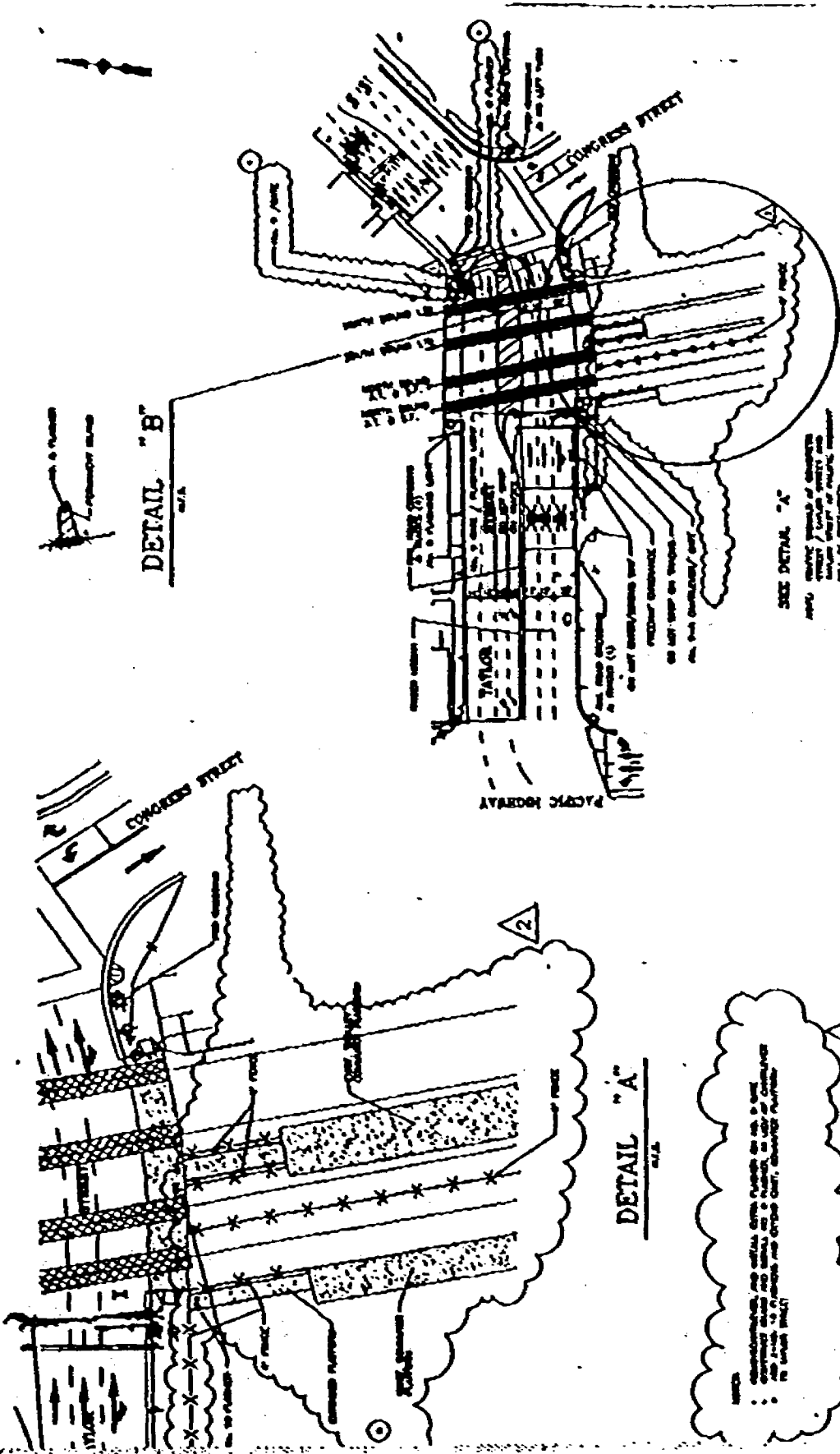
SEE SHEET 6 OF 10 FOR
GENERAL NOTES AND
SPECIFICATIONS
AND ALL DIMENSIONS
UNLESS OTHERWISE NOTED

<p>CPUC CROSSING PERMITS</p> <p>CPUC CROSSING PERMIT</p> <p>WASHINGTON STREET</p>	
<p>MTDB</p> <p>Metropolitan Transit Development Board</p> <p>1000 Broadway, Suite 1000, San Francisco, California 94102</p>	
<p>Barrett Consulting Group</p> <p>1000 Broadway, Suite 1000</p> <p>San Francisco, California 94102</p>	
<p>DATE</p> <p>NO.</p> <p>BY</p> <p>CHKD</p> <p>APP'D</p>	<p>DATE</p> <p>NO.</p> <p>BY</p> <p>CHKD</p> <p>APP'D</p>

A.94-03-002

RSAC/RRT/hsm

Amended Appendix D
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DETAIL "B"
N.E.

DETAIL "A"
N.E.

1. CONCRETE CURB AND SIDEWALK SHALL BE CAST IN ONE PLACE AND SHALL BE A MINIMUM OF 4" THICK. CONCRETE SHALL BE PLACED AND FINISHED TO MATCH SURFACE OF EXISTING CURB AND SIDEWALK.

SEE DETAIL "A"
SHOW EXISTING STREET AND SIDEWALK SURFACE TO BE RECONSTRUCTED.

<p>CPUC ORIGIN: 2-19-97</p> <p>ONCE CHANGED: EXIST TAYLOR STREET</p>	
<p>MTDB</p> <p>Metropolitan Transit Development Board</p>	
<p>DATE: 4/30/97</p> <p>BY: [Signature]</p> <p>FOR: [Signature]</p>	<p>DATE: 4/30/97</p> <p>BY: [Signature]</p> <p>FOR: [Signature]</p>
<p>Barrett Consulting Group</p> <p>1000 Wilshire Blvd., Suite 1000</p> <p>Los Angeles, CA 90017</p> <p>TEL: (213) 475-1100</p> <p>FAX: (213) 475-1101</p>	