

Decision 97-05-087 May 21, 1997

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

Application of The Atchison, Topeka)
and Santa Fe Railway Company, a)
Corporation, for authority to)
construct, maintain and operate a)
lead track across 19th street, west)
of Tidelands Avenue, within the)
City of National City, County of)
San Diego, State of California.)

Application 96-12-063
(Filed December 9, 1996)

Application of The Atchison, Topeka)
and Santa Fe Railway Company, a)
Corporation, for authority to)
construct, maintain and operate a)
lead track across Quay street, north)
of 32nd Street, within the Port of)
San Diego, County of San Diego,)
State of California.)

Application 96-12-064
(Filed December 9, 1996)

Application of The Atchison, Topeka)
and Santa Fe Railway Company, a)
Corporation, for authority to)
construct, maintain and operate a)
spur track across Tidelands Avenue,)
north of 32nd Street within the)
Port of San Diego, County of)
San Diego, State of California.)

Application 96-12-065
(Filed December 9, 1996)

Application of The Atchison, Topeka)
and Santa Fe Railway Company, a)
Corporation, for authority to)
construct, maintain and operate a)
lead track across 24th street,)
within the City of National City,)
County of San Diego, State of)
California.)

Application 96-12-066
(Filed December 9, 1996)

Application of The Atchison, Topeka)
and Santa Fe Railway Company, a)
Corporation, for authority to)
construct, maintain and operate a)
lead track across Tidelands Avenue,)
North of 19th Street within the City)
of National City, County of San)
Diego, State of California.)

Application 96-12-067
(Filed December 9, 1996)

O P I N I O N

The Burlington Northern Santa Fe Railway Company (BNSF) (formerly The Atchison, Topeka and Santa Fe Railway Company) requests authority to construct a lead track that will cross five existing streets, three within the jurisdiction of the Port of San Diego; Tidelands Avenue (North of 32nd Street), Quay Street (North of 32nd Street), and 19th Street (West of Tidelands Avenue), and two within the jurisdiction of the City of National City; Tidelands Avenue (North of 19th Street), and 24th Street, in San Diego County.

The proposed lead track will provide access to a new car unloading facility within the Port of San Diego which will generate new employment and contribute to the growth of the local economy.

San Diego Unified Port District is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) Code Sections 21000, et seq. On November 26, 1996, a Final Mitigated Negative Declaration (SCH #96091039, UPD #83356-328) was approved by the Board of Port Directors which found that "The project will not have an adverse effect on the environment."

The Commission is a responsible agency for this project under CEQA, and has reviewed and considered the lead agency's Negative Declaration. The sites of the proposed at-grade crossing improvements have been inspected in the field and are generally located within the heavy industrialized Port area of San Diego. The proposed plans have also been reviewed by the Commission's Rail Safety And Carriers Division, Traffic Engineering staff.

The applications were found to be in compliance with the Commission's filing requirements including Rules 39 and 40 of the Rules of Practice and Procedure which relates to widening or relocating an existing crossing and constructing a railroad track across a public highway. Detailed drawings of the proposed construction are included in the appendices of this order.

Findings of Fact

1. Notice of the Applications was published in the Commission's Daily Calendar on January 9, 1997. No protests have been received. A public hearing is not necessary.

2. BNSF requests authority under Public Utilities Code Sections 1201-1205 to construct a lead track at-grade across; (1) Tidelands Avenue (North of 19th Street), (2) 19th Street (West of Tidelands Avenue), (3) Quay Street (North of 32nd Street), (4) Tidelands Avenue (North of 32nd Street), and (5) 24th Street in San Diego County.

3. Construction of the lead track is an essential element in providing rail service to the new car unloading facility within the Port of San Diego.

4. Public convenience and necessity require construction of the lead track and grade crossings.

5. Public safety requires the following protection at the five at-grade crossings:

Crossing (1) Tidelands Avenue (North of 19th Street) four Standard No. 9 automatic gate-type signals (General Order (GO) 75-C).

Crossing (2) 19th Street (West of Tidelands Avenue) one Standard No. 9 automatic gate-type signal (GO 75-C) for eastbound traffic and existing traffic signals with preemption for westbound traffic.

Crossing (3) Quay Street two Standard No. 9 automatic gate-type signals (GO 75-C).

Crossing (4) Tidelands Avenue (North of 32nd Street) four Standard No. 9 automatic gate-type signals (GO 75-C).

Crossing (5) 24th Street four Standard No. 9 automatic gate-type signals (GO 75-C).

6. The San Diego Unified Port District is the lead agency for this project under CEQA, as amended.

7. The Commission is a responsible agency for this project, and has reviewed and considered the lead agency's Negative Declaration.

Conclusions of Law:

1. The applications, which involve related questions of fact, should be consolidated for purposes of issuing one decision.
2. The Applications should be granted as set forth in the following order.

ORDER

IT IS ORDERED that:

1. The Burlington Northern Santa Fe Railway Company (BNSF) (formerly The Atchison, Topeka and Santa Fe Railway Company) is authorized to construct a lead track at-grade across five existing streets; (1) Tidelands Avenue (North of 19th Street), within the jurisdiction of the City of National City, to be identified as Crossing 2-272.84-C, in Application (A.) 96-12-067, (2) 19th Street (West of Tidelands Avenue), within the jurisdiction of the Port of San Diego, to be identified as Crossing 2-272.87-C, in A.96-12-063, (3) Quay Street (North of 32nd Street), within the jurisdiction of the Port of San Diego, to be identified as Crossing 2-273.58-C, in A.96-12-064, (4) Tidelands Avenue (North of 32nd Street), within the jurisdiction of the Port of San Diego, to be identified as Crossing 2-273.47-C, in A.96-12-065, and (5) 24th Street, within the jurisdiction of the City of National City, to be identified as Crossing 2-273.01-C, in A.96-12-066, at the location and substantially as shown by the plans attached to the applications and appendices of this order.
2. Walkways shall conform to General Order (GO) 118 and clearances shall be in accordance with GO 26-D.

3. Protection at the five at-grade crossings shall be as follows:

Crossing (1) Tidelands Avenue (North of 19th Street) four Standard No. 9 automatic gate-type signals (GO 75-C).

Crossing (2) 19th Street (West of Tidelands Avenue) one Standard No. 9 automatic gate-type signal (GO 75-C) for eastbound traffic and existing traffic signals with preemption for westbound traffic.

Crossing (3) Quay Street two Standard No. 9 automatic gate-type signals (GO 75-C).

Crossing (4) Tidelands Avenue (North of 32nd Street) four Standard No. 9 automatic gate-type signals (GO 75-C).

Crossing (5) 24th Street four Standard No. 9 automatic gate-type signals (GO 75-C).

4. Construction expense of the crossings and installation of the automatic protection shall be borne by BNSF.

5. Maintenance cost of the automatic protection shall also be borne by BNSF.

6. Construction of the crossings shall be in accordance with GO 72-B. Maintenance of the crossing surfaces shall also be in accordance with GO 72-B.

7. Within 30 days after completion of the work under this order, BNSF shall notify the Commission's Rail Safety And Carriers Division in writing that the authorized work has been completed.

8. 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.

9. Consolidated Applications (A.) 96-12-063, A.96-12-064, A.96-12-065, A.96-12-066, and A.96-12-067 are granted as set forth above.

10. Applications (A.) 96-12-063, A.96-12-064, A.96-12-065, A.96-12-066, and A.96-12-067 are closed.

This order is effective 30 days from today.

Dated May 21, 1997, at Sacramento, California.

P. GREGORY CONLON

President

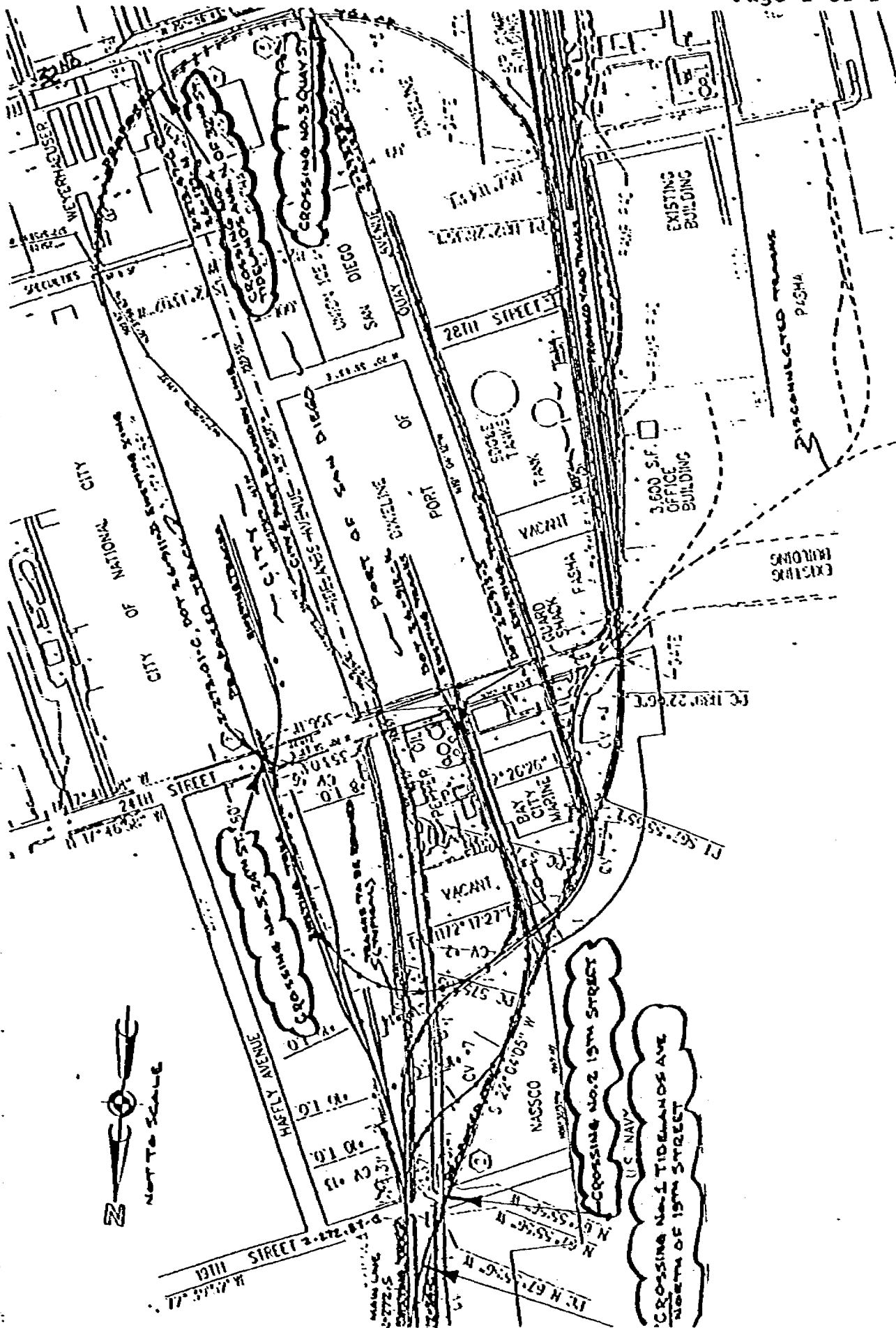
JESSIE J. KNIGHT, JR.

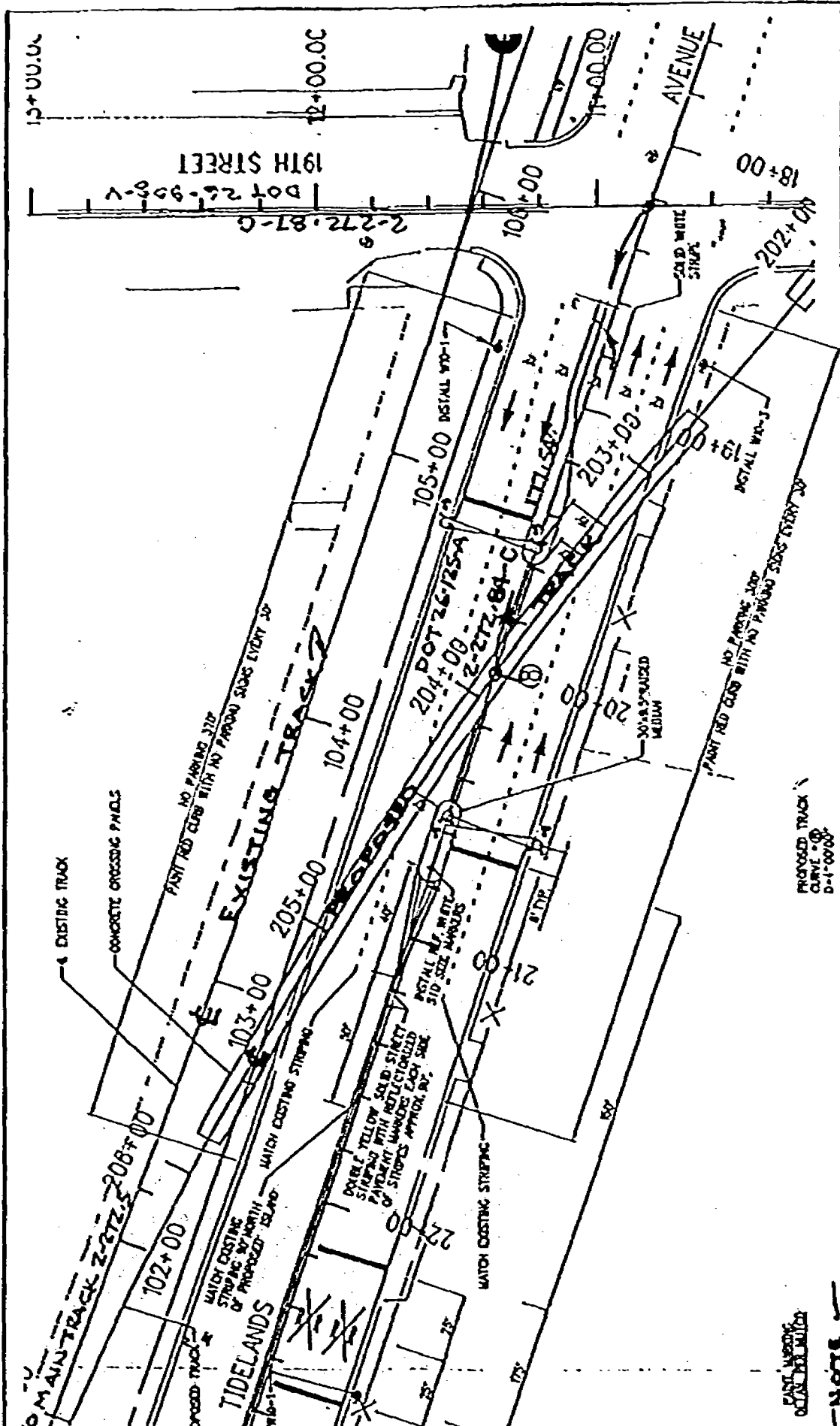
HENRY M. DUQUE

JOSIAH L. NEEPER

RICHARD A. BILAS

Commissioners





A.96-12-063
PUBLIC UTILITIES COMMISSION APPLICATION
AUTOMATIC CITY CALIFORNIA
NORTH TIDELAND AVENUE
AND 19TH STREET

DATE: 11/1/00

PROJECT: 00000000000000000000

SCALE: P-3/4"=1'-0"

PROJECT: 00000000000000000000

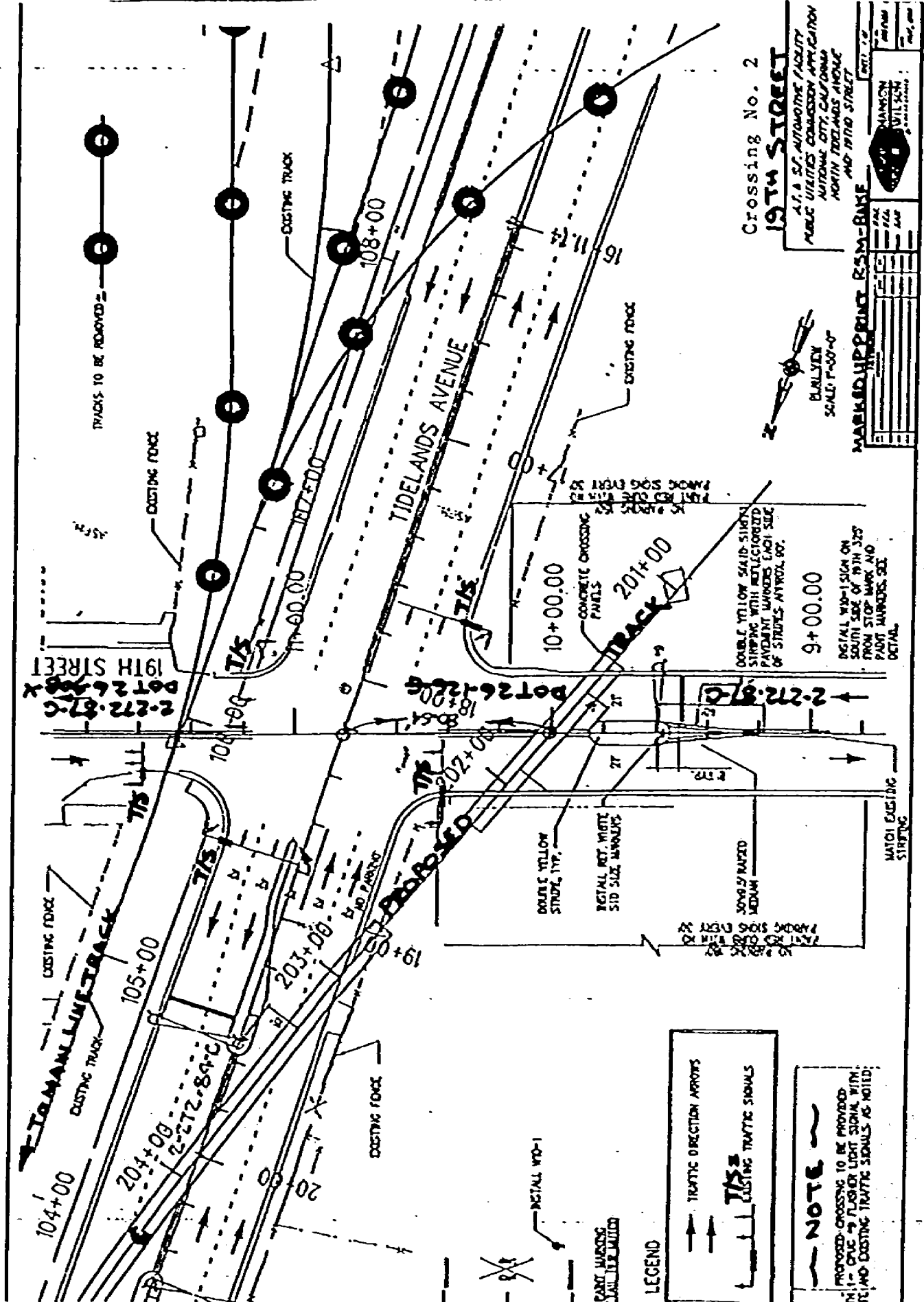
DATE: 11/1/00

PROJECT: 00000000000000000000

PROPOSED TRACK
CURVE = 60
D = 1'-00/00'

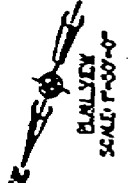
-NOTE-
PROPOSED CROSSING TO BE
TIED WITH A - CURVE NO. 1
FOR LIGHT SIGNALS WITH GATES
NORTH

Crossing No. 1
TIDELANDS AVE. NORTH OF 19TH ST.



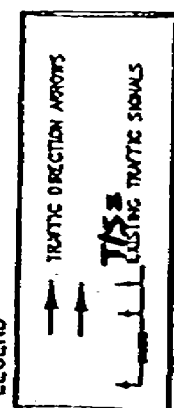
Crossing No. 2

19TH STREET
 A.T.A. AUTOMOTIVE FACILITY
 PUBLIC UTILITIES COMMISSION APPLICATION
 AUTUMNE CITY, CALIFORNIA
 NORTH TIDELANDS AVENUE
 AND 19TH STREET



MARKING PRINT RSM-BASE

NO.	DATE	BY	CHKD	APP'D	REVISION
1	11/24	...	...	...	...
2	11/24	...	...	...	...
3	11/24	...	...	...	...
4	11/24	...	...	...	...
5	11/24	...	...	...	...



NOTE

PROPOSED CROSSING TO BE PROVIDED WITH ONE FLASHING LIGHT SIGNAL WITH TWO EXISTING TRAFFIC SIGNALS AS NOTED.

DOUBLE YELLOW STRIP-SIGNALS STRIPING WITH RETROREFLECTED PAVEMENT MARKERS EACH SIDE OF STRIPES AT 190.00'.

9+00.00

DETAIL WD-1 SIGN ON SOUTH SIDE OF 19TH ST'S FROM STOP MARK AND PAINT MARKERS SEE DETAIL.

DOUBLE YELLOW STRIPS, 17" WIDE

DETAIL WD-1

DETAIL WD-1

CONCRETE CROSSING PANELS

20+00.00

203+00.00

204+00.00

205+00.00

206+00.00

207+00.00

208+00.00

209+00.00

210+00.00

211+00.00

212+00.00

213+00.00

214+00.00

215+00.00

216+00.00

217+00.00

218+00.00

219+00.00

220+00.00

221+00.00

222+00.00

223+00.00

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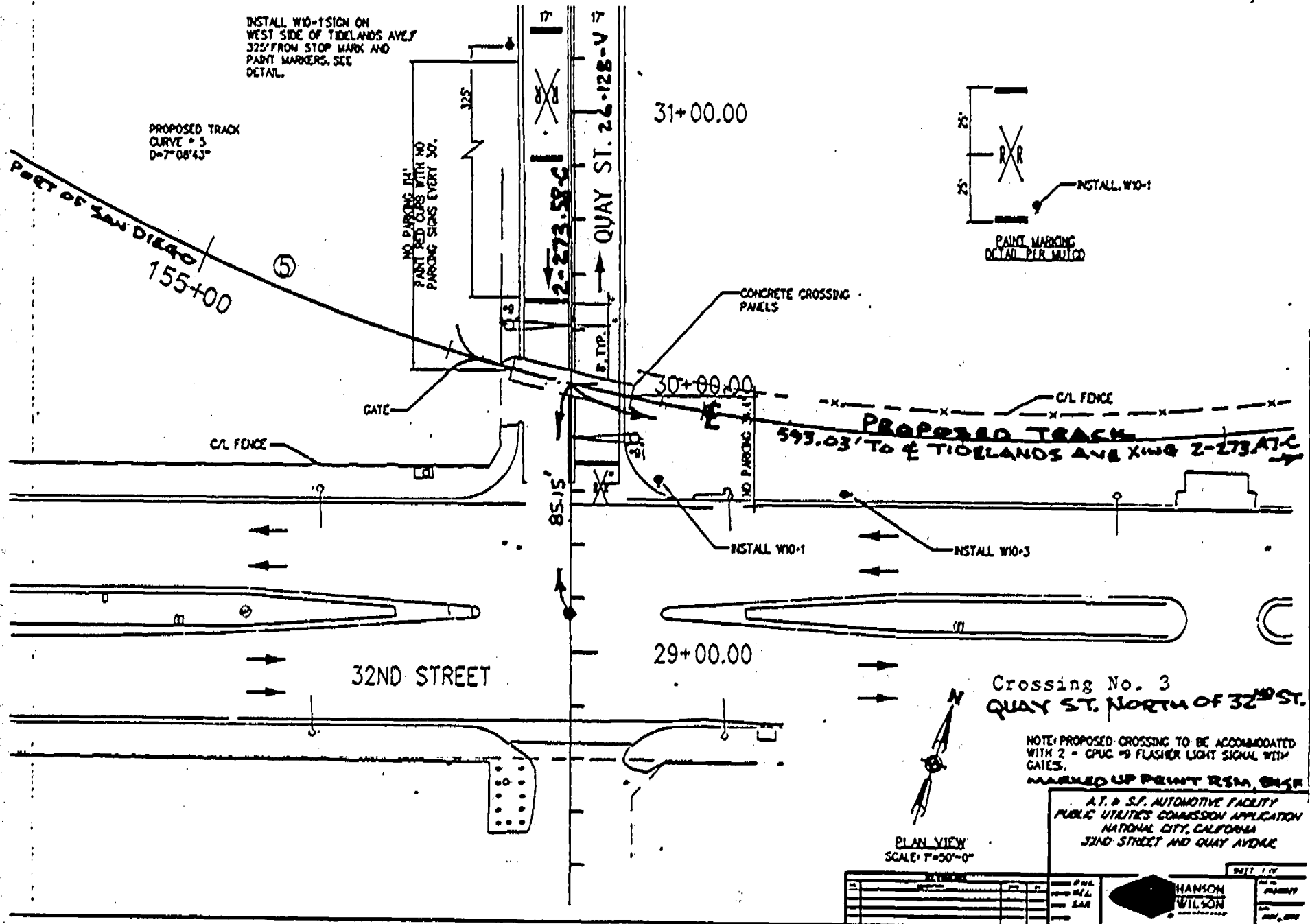
296+00.00

297+00.00

298+00.00

299+00.00

300+00.00



INSTALL W10-1 SIGN ON WEST SIDE OF TIDELANDS AVE 325' FROM STOP MARK AND PAINT MARKERS. SEE DETAIL.

PROPOSED TRACK
CURVE = 5
D=7°08'43"

PART OF SAN DIEGO
155+00

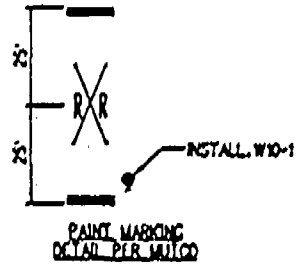
NO PARKING IN PAINT RED CURB WITH NO PARKING SIGNS EVERY 50'

2-273-58-C
QUAY ST. 26-128-V

31+00.00

CONCRETE CROSSING PANELS

30+00.00



GATE
C/L FENCE

C/L FENCE

PROPOSED TRACK
593.03' TO E TIDELANDS AVE XING 2-273A7C

INSTALL W10-1

INSTALL W10-3

32ND STREET

29+00.00

Crossing No. 3
QUAY ST. NORTH OF 32ND ST.

NOTE: PROPOSED CROSSING TO BE ACCOMMODATED WITH 2 - CPUC #9 FLASHER LIGHT SIGNAL WITH GATES.
MARKED UP PAINT RSM, CRK

A.T. & S.F. AUTOMOTIVE FACILITY
PUBLIC UTILITIES COMMISSION APPLICATION
NATIONAL CITY, CALIFORNIA
32ND STREET AND QUAY AVENUE

PLAN VIEW
SCALE: 1"=50'-0"

DATE		BY		CHECKED		APPROVED	
HANSON WILSON				DIST. 1/17			

