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PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

TRANSPORTATION DIVISION
RAIL SAFETY BRANCH

RESOLUTION RTS-11
November 9, 1988
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R E S O L U T I O N

AUTHORIZING THE METROPOLITAN TRANSIT DEVELOPMENT BOARD TO DEVIATE FROM SECTION 2 OF GENERAL ORDER 26-D AND RULES 37 AND 38 OF GENERAL ORDER 95 DURING CONSTRUCTION OF THE SAN DIEGO TROLLEY EL CAJON PROJECT AT MURRAY DRIVE IN LA MESA

SUMMARY By letter dated September 30, 1988 the Metropolitan Transit Development Board (MTDB), San Diego requests a temporary variance of the minimum clearance requirements for:

- (1) Obstructions above railroad tracks (Section 2 of General Order No. 26-D)
- (2) Wires above railroads (Rule 37 of General Order No. 95), and
- (3) Wires from other wires (Rule 38 of General Order No. 95).

This request is being made to facilitate construction of a new bridge over the El Cajon line tracks at Murray Drive in La Mesa.

BACKGROUND . As a part of the San Diego Trolley east line extension to El Cajon, a new bridge is being constructed to accommodate double tracking of the existing San Diego and Eastern Arizona Railway Company line, and to improve vehicle traffic flow at Murray Drive in La Mesa. In addition to vehicle traffic, the new bridge will also support a Pacific Bell Telephone Company cable and carry pedestrian traffic across the shared trolley and freight railroad tracks. When completed, the new bridge will be in full compliance with the clearance requirements of General Orders 26-D and 95.

The San Diego Trolley east line extension to El Cajon will enter revenue service before the new bridge is completed. Additionally, the existing single track must continue to service freight traffic for the San Diego and Imperial Valley railroad during the entire construction period. Three separate structures are needed to permit construction of the new bridge. Each will require the described below clearance variances from General Orders 26-D and 95.

- (1) A temporary suspension bridge is needed to support a Pacific Bell Telephone Company cable. The trolley contact wire, which must pass under the suspended cable, will clear the top of rail by a minimum of 19'-2" (height of the highest box car plus two feet) instead of the 22'-6" prescribed in both G.O. 26-D, Section 2 and G. O. 95, Rule 37. In addition, the minimum clearance between the telephone cable and the underlying trolley contact wire will be 2'-0" instead of the 4'-0" prescribed in G.O. 95, Rule 38, Table 2.
- (2) Pedestrian traffic will be carried on a separate bridge. Once again the trolley contact wire which must pass under this second temporary bridge will clear the top of rail of the underlying tracks by a minimum of 19'-2" instead of the 22'-6" prescribed in both G.O. 26-D, Section 2 and G.O. 95, Rule 37.
- (3) Finally, the trolley contact wire must also pass under the temporary falsework needed for construction of the new bridge. This will also result in a minimum clearance of 19'-2" between the trolley contact wire and top of rail of the underlying tracks.

PROTESTS There are no protests. Project planning and the final design were performed in cooperation with the Pacific Bell Telephone Company, San Diego and Eastern Arizona Railway Company and San Diego and Imperial Valley Railway Company. They are in agreement with the requested variances.

DISCUSSION The telephone cable suspension bridge, the pedestrian bridge and the falsework for the new permanent bridge are all temporary structures that will be removed by September 30, 1989. When removed, the need for the above described clearance variances will be eliminated. The staffs of both the Transportation Division's Rail Safety Branch and Commission Advisory and Compliance Division's Service and Safety Branch are of the opinion that safe operations can be conducted during the interim construction period subject to the conditions contained in this resolution.

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FINDINGS It is not economically feasible to construct the three temporary structures with sufficient elevation to attain the prescribed G.O. 26-D and G.O. 95 clearances while the new Murray Drive bridge is under construction.

We find that the requested temporary variances to the provisions of General Orders 26-D and 95 are reasonable, and will not result in an undue hazard to public safety.

IT IS ORDERD THAT:

1. An exception to the provisions of General Orders 26-D and 95 is authorized to permit a minimum overhead clearance of 19'-2" for trolley contact wires and other obstructions above the top of rail in the Murray Drive bridge construction area.
2. An exception to the provisions of General Order 95 is authorized to permit a minimum clearance of 2'-0" between telephone cables and trolley contact wires in the Murray Drive bridge construction area.
3. The Metropolitan Transit Development Board shall be responsible for notification to the San Diego and Imperial Valley Railway Company of the impaired clearance conditions, and the railroad shall issue and file with the Commission appropriate instructions to it employees prohibiting trainmen from riding on top of equipment traveling through the Murray Drive bridge construction area.
4. This resolution is effective today, and it shall expire on September 30, 1989.

I certify that this resolution was adopted by the Puble Utilities Commission at its regularly scheduled meeting on November 9, 1988. The following Commissioners approved it:

STANLEY W. HULETT
President
DONALD VIAL
FREDERICK H. DUDA
G. MITCHELL WILK
JOHN B. OHANIAN
Commissioners



Executive Director