

## PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115  
SACRAMENTO, CA 95834



July 3, 2012

File Number: G.12-05-006  
San Diego, County of San Diego

Chip Finch  
Project Manager  
San Diego Association of Governments  
401 B Street, Suite 900  
San Diego, CA 92101

Re: **General Order 88-B Request for Authority to Alter the Sampson Street At-grade Rail Crossing, CPUC Crossing No. 036-2.30 and DOT No. 661800K in City of San Diego, San Diego County.**

Dear Mr. Finch:

This refers to the San Diego Association of Governments' (SANDAG) letter dated April 26, 2012 (received April 30, 2012), requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing at-grade crossing of San Diego and Arizona Eastern Railway (SDAE) Mainline tracks and Sampson Street in City of San Diego (City), San Diego County. The crossing is identified as CPUC Crossing Number 036-2.30 and DOT Number 661800K.

Sampson Street is a two lane roadway, one lane in each direction that crosses over two SDAE mainline tracks. The crossing is currently equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, pavement markings and advanced warning signage. In addition to freight trains, San Diego Trolley Inc. (SDTI) operates light rail trains over the SDAE mainline. Approximately four (4) freight trains per day at a maximum speed of 40 MPH, typically at night, and one hundred ninety-six (196) light rail trains per day at a maximum speed of 55 MPH operate over this portion of the mainline. The average daily traffic count at this crossing is 4,325 vehicles.

SANDAG proposes the following modifications to the Sampson Street crossing as part of the Blue Line Crossovers Project that proposes improvements along this corridor:

- Remove the two existing curb mounted Commission Standard 9 warning devices;
- Install one new curb mounted Commission Standard 9 warning device on the northwest quadrant of the crossing for southbound Sampson Street;
- Install one new curb mounted Commission Standard 9 warning device on the southeast quadrant of the crossing for northbound Sampson Street, with two pair of additional flashing lights aimed for traffic along the Harbor Boulevard approaches;
- Minor modification of the track alignment through the crossing, per plan;

- Install pre-cast concrete grade crossing panel surface for both tracks;
- Install illumination (street light) along the west curb line of Sampson Street, north of the crossing, per plan;
- Remove the driveway and install curb and gutter on the southeast quadrant of the crossing;
- Construct Americans with Disabilities Act (ADA) complaint sidewalks on both sides of the crossing;
- Construct curb ramps, curb, gutter and ADA compliant sidewalk landing on the north side of the intersection of Sampson Street and Harbor Drive, south of the crossing;
- Install ADA compliant detectable warning tactile strips on all sidewalk approaches to the crossing. Placement: a minimum of 36 inches in the direction of travel over the full width of the sidewalk, 2 feet in front of the warning device (where present), but no closer than 12 feet from the centerline of the tracks; and
- Install California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 and W10-2 advance warning signs, W48 (CA) 2 tracks signs, R 8-8 'DO NOT STOP ON TRACKS' signage, and RXR pavement markings, as shown in plans.

In addition, our records indicate that in 1945 the Commission authorized the posting of W46A (CA) 'EXEMPT' signs at the Sampson Street crossing "applying to the spur track portion only". As the spur track has long been removed and the conditions under which such authority was granted no longer exist, the EXEMPT signs are no longer necessary or authorized. Please remove all existing W10-1a 'EXEMPT' signs from all approaches to the crossing.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request filed by SANDAG and finds it adequately addresses compliance and safety. As SANDAG, SDAE and the City are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the improvements as described in your request letter dated April 26, 2012 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the CA MUTCD, published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and the CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended. [California Pubic Resources Code 21084]

This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to RCES, the time to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, SANDAG and/or SDAE shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov) as outlined on the web page.

At the conclusion of the project, SDAE should also submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).

If you have any questions, please contact Jose Pereyra at (213) 576-7083 or [jfp@cpuc.ca.gov](mailto:jfp@cpuc.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Daren Gilbert". The signature is fluid and cursive, with the first name "Daren" being more prominent than the last name "Gilbert".

Daren Gilbert, Manager  
Rail Transit and Crossings Branch  
Consumer Protection and Safety Division

C: Julie Ballesteros, Deputy City Engineer, San Diego  
Paul Jablonski, Board Member/Alternate, San Diego & Arizona Eastern Railway, and  
Chief Executive Officer, Metropolitan Transit System (for SDTI)