

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



July 3, 2012

File Number: G.12-05-007
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 Schley Street At-grade Rail Crossing, CPUC Crossing No. 036-2.50 and DOT No. 661801S 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 Schley Street in City of San Diego (City), San Diego County. The crossing is identified as CPUC Crossing Number 036-2.50 and DOT Number 661801S.

Schley 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. The Schley Street/Harbor Drive is a signalized intersection adjacent and south of the crossing. The Schley Street/Main Street is a stop sign-controlled intersection north of the crossing. 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 4,690 vehicles.

SANDAG proposes the following modifications to the Schley 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 Schley Street;
- Install one new curb mounted Commission Standard 9 warning device on the southeast quadrant of the crossing for northbound Schley Street with two pair of additional flashing lights aimed for traffic along the Harbor Boulevard approaches;

- Construct new 8 inch high medians on both crossing approaches, as shown in plans;
- Install one new median mounted Commission Standard 9 warning device on the southeast quadrant of the crossing for northbound Schley Street;
- Construct Americans with Disabilities Act (ADA) complaint sidewalks on the east side of the Schley Street crossing;
- Install one new curb mounted Commission Standard 8 (flashing light signal assembly) warning device on the northeast quadrant of the crossing for pedestrians;
- Construct curb ramps, curb, gutter and ADA compliant sidewalk landing on the northeast corner of the intersection of Schley Street and Harbor Drive, south of the crossing;
- Extend chain link fence to close gap in right of way fencing at the southeast quadrant of the crossing;
- Install ADA compliant detectable warning tactile strips on the sidewalk approaches to the crossing on the east side of Schley Street. 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 curb mounted active advance warning device with flashing beacons and W10-1 advance warning sign on west side of Schley Street for southbound vehicles;
- Install pedestrian barricade on west side of Schley Street at southwest corner of intersection with Main Street, directing pedestrians to cross Schley Street to the east side sidewalk in order to access pedestrian crosswalk across tracks;
- Install street lighting at the northwest quadrant of the crossing, as shown in plans; and
- Install California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 & W10-3 advance warning signs, W48 (CA) 2 tracks signs, R 8-8 'DO NOT STOP ON TRACKS' signs, R3-4 'No U-Turn' signs, R4-7 'Keep Right' signs, and RXR pavement markings, as shown in plans.

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 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.

If you have any questions, please contact Jose Pereyra at (213) 576-7083 or 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)