

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



July 3, 2012

File Number: G.12-05-008
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 South 28th Street At-grade Rail Crossing, CPUC Crossing No. 036-2.80 and DOT No. 661802Y 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 South 28th Street in City of San Diego (City), San Diego County. The crossing is identified as CPUC Crossing Number 036-2.80 and DOT Number 661802Y.

South 28th Street is a five lane roadway, with three lanes in the southbound direction and two lanes in the northbound direction that crosses over two SDAE mainline tracks. The crossing is currently equipped with four Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices, medians, pavement markings and advanced warning signage. South 28th Street/Harbor Drive is a signalized intersection south of the crossing. South 28th Street/LeHardy Street is a stop sign-controlled T-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 16,905 vehicles.

SANDAG proposes the following modifications to the South 28th Street crossing as part of the Blue Line Crossovers Project that proposes improvements along this corridor:

- Remove the four existing Commission Standard 9 warning devices;
- Install one new curb mounted Commission Standard 9A (flashing light signal assembly with automatic gate arm and additional flashing lights signals over the roadway on a cantilevered arm) warning device on the northwest quadrant of the crossing for southbound 28th Street;

- Install one new curb mounted Commission Standard 9 warning device on the southeast quadrant of the crossing for northbound South 28th Street;
- Reconstruct medians to new 8 inch high raised medians on both crossing approaches, as shown in plans;
- Install two new median mounted Commission Standard 9 warning devices, one for northbound and southbound South 28th Street;
- Reconstruct the existing driveway on the southwest quadrant of the crossing;
- Construct Americans with Disabilities Act (ADA) complaint sidewalks on both sides of the South 28th Street 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 8.5 feet from the centerline of the tracks on the northeast quadrant of the crossing, and no closer than 10 feet from the centerline of the tracks on the southwest quadrant of the crossing;
- Install two R3-2 'No Left Turn' Activated Blank Out signs on the medians of southbound South 28th Street at the intersection of LeHardy Street to prevent vehicles from turning into the Naval facility during preemption events thereby reducing the risk of vehicles blocking the intersection during the track clearance green interval; 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, R3-2 'No Left Turn' signs, R3-4 'No U-Turn' signs, R10-7 'Do Not Block Intersection' 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)