

## PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115  
SACRAMENTO, CA 95834



July 10, 2012

File Number: G.12-06-008  
City of Chula Vista, 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 L Street At-grade Rail Crossing, CPUC Crossing No. 036-8.90 and DOT No. 662036K in National City, San Diego County.**

Dear Mr. Finch:

This refers to your letter dated May 18, 2012 (received May 23, 2012), requesting authority, 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 36 tracks and L Street in National City (City), San Diego County. The crossing is identified as CPUC Crossing Number 036-8.90 and DOT Number 662036K.

The L Street at-grade crossing is a five lane roadway, two through lanes in the eastbound direction as well as two through lanes and one left turn pocket in the westbound direction, which 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, raised curbs for approaches, pavement markings and advanced warning signage. Industrial Boulevard runs parallel to the tracks and is traffic signal controlled T – intersection with L Street just west 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 16,100 vehicles.

San Diego Association of Governments (SANDAG) proposes the following modifications to the L 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-A (flashing light signal assembly with automatic gate arm and additional flashing lights signals over the roadway on a cantilevered arm) and one new median mounted Commission Standard 9 warning devices in the northeast quadrant of the crossing for westbound L Street;

- Install one new curb mounted and one new median mounted Commission Standard 9 warning devices in the southwest quadrant of the crossing for eastbound L Street;
- Install an additional set of flashers on median mounted Commission Standard 9 warning device to address left turn movements from the driveway in the northwest quadrant of the crossing;
- Re-construct raised median to 8-inches in height, 9-feet in width, and 21-feet in length for the eastbound approach to the crossing;
- Re-construct raised median to 8-inches in height, 9-feet in width, and 65-feet in length for the westbound approach to the crossing;
- Construct Americans with Disabilities Act (ADA) complaint sidewalks on both sides of the crossing;
- Install curb ramps, curb, gutter and ADA compliant sidewalk landing on the east side of the intersection of Industrial Boulevard and L Street, west of the crossing;
- Install ADA compliant detectable warning tactile strips on all sidewalk approaches to the crossing;
- Install a four foot fence in the southwest quadrant of the crossing to close an existing gap behind the proposed sidewalk, as shown in plans;
- Install California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning signs, W48 (CA) 2 tracks signs, R8-8 'DO NOT STOP ON TRACKS' signage, R3-4 "NO U TURN" signage, and RXR pavement markings, as shown in plans.
- Install R4-7 "KEEP RIGHT" sign in the median for eastbound L Street.
- Existing pavement delineation and striping will be refreshed or added to address the lane configuration as part of the median reconstruction and the lanes being shifted south through the crossing; and
- Existing vegetation within the northwest and southeast quadrants of the crossing will be trimmed in order to provide clear sight lines.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request filed by the 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 May 18, 2012 and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of 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

concurrency 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 must 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 Sergio Licon at (213) 576-7085 or [sal@cpuc.ca.gov](mailto:sal@cpuc.ca.gov) .  
Sincerely,



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

- C: Richard A. Hopkins – Works/City Engineer, City of Chula Vista  
Paul Jablonski – Chief Executive Officer, Metropolitan Transit System, and  
Chief Executive Officer, Metropolitan Transit System (for SDTI)