

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



August 7, 2012

File Number: G.12-06-016
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 Anita Street At-grade Rail Crossing, CPUC Crossing No. 036-10.10 and DOT No. 662039F in Chula Vista, San Diego County.**

Dear Mr. Finch:

This refers to your letter dated June 13, 2012 received by us on June 15, 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 Anita Street in Chula Vista (City), San Diego County. The crossing is identified as CPUC Crossing Number 036-10.10 and DOT Number 662039F. Additional information regarding the traffic signal phasing needed to process the request was received on August 1, 2012.

The Anita Street at-grade crossing is a two lane roadway, one through lane in each direction which crosses over three 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. Industrial Boulevard runs parallel to the tracks and is a traffic signal controlled intersection with Anita 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 5,658 vehicles.

San Diego Association of Governments (SANDAG) proposes the following modifications to the Anita 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 in the northeast quadrant of the crossing for westbound Anita Street;
- Install one new curb mounted Commission Standard 9 warning device in the southwest quadrant of the crossing for eastbound Anita Street;

- Install one new curb mounted Commission Standard 8 (flashing light signal assembly) warning device in the southeast quadrant of the crossing for pedestrian traffic;
- Construct a new raised median 8-inches in height, 2-feet in width, and 15-feet in length for the eastbound approach to the crossing;
- Construct a new raised median 8-inches in height, 2-feet in width, and 23-feet in length for the westbound approach to the crossing;
- Widen Anita Street through the crossing and the Industrial Boulevard intersection to accommodate right-turn truck movements from northbound Industrial Boulevard to eastbound Anita Street;
- Existing pavement delineation and striping will be replaced or added to accommodate the road widening, as shown on plans;
- Install new traffic signals at the Industrial Boulevard/Anita Street intersection to accommodate widening;
- Provide interconnection of the Industrial Boulevard/Anita Street intersection traffic signals and the crossing warning devices;
- Minor modification of the track alignment through the crossing, per plan;
- Install pre-cast concrete grade crossing panel surface for the three tracks;
- Install pedestrian barricades along with R49 (CA) “NO PED CROSSING, USE CROSSWALK” signs in the northwest and southwest quadrants 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 southwest and northwest quadrants of the crossing and at the Industrial Boulevard and Anita Street intersection, as shown on plans;
- Install pedestrian crosswalk pavement markings at the Industrial Boulevard and Anita Street intersection west of the crossing, as shown on plans;
- Install ADA compliant detectable warning tactile strips on all sidewalk approaches to the crossing;
- Install pedestrian channelization in the form of a four foot fence in the southeast quadrant of the crossing to prevent trespassing, as shown on plans, 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) 3 tracks signs, R8-8 “DO NOT STOP ON TRACKS” signage, R3-2 “NO LEFT TURN” signage, R4-7 “KEEP RIGHT” signage and R3-4 “NO U TURN” signage, KEEP CLEAR 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 June 13, 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 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 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.

If you have any questions, please contact Sergio Licon at (213) 576-7085 or 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 – Board Member/Alternate, San Diego & Arizona Eastern Railway, and
Chief Executive Officer, Metropolitan Transit System (for SDTI)