

PUBLIC UTILITIES COMMISSION

320 W. 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



October 22, 2012

File Number: G.12-07-003
City of 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 Dairy Mart Road At-grade Rail Crossing, CPUC Crossing No. 036-12.90 and DOT No. 662047X in the City of San Diego, San Diego County.**

Dear Mr. Finch:

This refers to your letter dated July 2, 2012, received by us on July 3, 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 Dairy Mart Road in the City of San Diego (City), San Diego County. The crossing is identified as CPUC Crossing Number 036-12.90 and DOT Number 662047X.

Additional information regarding the traffic signal phasing to process the request was received by the Commission on October 12, 2012. The additional data included pre-emption calculations and phasing diagrams.

The Dairy Mart Road at-grade crossing is currently a five lane roadway, two in each direction, and one turning lane, which crosses over two SDAE mainline tracks. The crossing is currently equipped with two Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing lights signals over the roadway on a cantilevered arm) warning devices, pavement markings and advanced warning signage. Beyer Boulevard runs parallel to the tracks and is traffic signal controlled intersection with Dairy Mart Road located just north of the crossing. Eastbound State Route 905 (SR 905) off and on-ramps are also located just 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 14,665 vehicles.

San Diego Association of Governments (SANDAG) proposes the following modifications to the Dairy Mart Road crossing as part of the Blue Line Crossovers Project that proposes improvements along this corridor:

- Remove the two existing curb mounted Commission Standard 9-A devices;
- Install one new curb mounted and one new median mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices in the southeast quadrant of the crossing for northbound Dairy Mart Road. Curb mounted device to be equipped with a pair of additional flashing lights aimed for pedestrian traffic to be addressed from both approaches;
- Install one new curb mounted and one new median mounted Commission Standard 9 warning devices in the northwest quadrant of the crossing for southbound Dairy Mart Road. Median mounted device to be equipped with a pair of additional flashing lights aimed for right turn movements from Beyer Boulevard approaching the crossing. Curb mounted device equipped with two additional set of flashers to address traffic from SR 905 off-ramp and left and right turn movements from eastbound Beyer Boulevard;
- Reconstruct a portion of the existing 6-inch raised median, 9-feet in width, and 30-feet in length for southbound approach to the crossing;
- Construct Americans with Disabilities Act (ADA) complaint sidewalks on both sides of the crossing;
- Install ADA compliant detectable warning tactile strips on all sidewalk approaches to the crossing;
- Construct curb ramps, curb, gutter at the crossing and ADA compliant sidewalk landing on the southeast and northeast quadrants of the crossing and at the Beyer Boulevard and Dairy Mart Road intersection;
- Install fencing and access gates to prevent trespassing;
- Install rubber crossing panel surface for pedestrian pathway on the eastside of the crossing; 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, R8-8 "DO NOT STOP ON TRACKS" 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 the SANDAG and finds it adequately addresses compliance and safety. As SANDAG, SDAE, California Department of Transportation 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 July 2, 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]

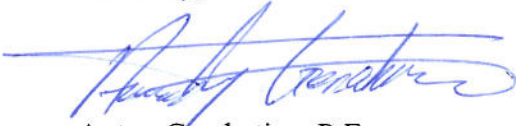
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to RCES, the time to complete the project may be extended. Any written request for a time extension must include concurrence 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,



Anton Garabetian, P.E.
Program and Project Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

C: Julie Ballesteros – Deputy City Engineer, City of San Diego
Paul Jablonski – Chief Executive Officer, Metropolitan Transit System, and
Chief Executive Officer, Metropolitan Transit System (for SDTI)
Amy L. Vargas, Traffic Engineer – California Department of Transportation