

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



October 22, 2012

File Number: G.12-10-002
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 Naples Street At-grade Rail Crossing, CPUC Crossing No. 036-9.40, DOT No. 662037S in Chula Vista, San Diego County.**

Dear Mr. Finch:

This refers to your letter dated September 18, 2012, received by us on September 27, 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 Naples Street in Chula Vista (City), San Diego County. The crossing is identified as CPUC Crossing Number 036-9.40 and DOT Number 662037S.

The Naples Street at-grade crossing is a two lane roadway, one through lane in each direction that crosses over three SDAE mainline tracks. The crossing is currently equipped with two Commission Standard No. 9 (flashing light signal assembly with automatic gate arm) warning devices, pavement markings and advanced warning signage, including "Low Ground Clearance". Industrial Boulevard runs parallel to the tracks and is a Stop sign controlled intersection with Naples Street just west of the crossing. The intersection will be signalized and interconnected with the grade crossing warning system as part of this project. 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 14,432 vehicles.

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

- Install new traffic signals at the Naples Street and Industrial Boulevard intersection and interconnect railroad warning devices with the proposed traffic signal to provide approximately 25 seconds of advance preemption;

- Install an Advanced Preemption System at the crossing and upgrade track circuitry to support crossing interconnection with the new traffic signal;
- 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 Naples Street;
- Install one new curb mounted Commission Standard 9 warning device in the southwest quadrant of the crossing for eastbound Naples Street;
- Install one new curb mounted Commission Standard pedestrian 9 warning device in the southeast quadrant of the crossing for the westbound pedestrian sidewalk approach;
- Install one new curb mounted Commission Standard pedestrian 9 warning device in the northwest quadrant of the crossing for the eastbound pedestrian sidewalk approach;
- Construct a new raised median 8-inches in height, 2-feet in width, and 24-feet in length for the eastbound approach to the crossing;
- Construct a new raised median 8-inches in height, 2-feet in width, and 125-feet in length for the westbound approach to the crossing;
- Install Americans with Disabilities Act (ADA) compliant detectable warning tactile strips on all sidewalk approaches to the crossing;
- Install pedestrian channelization in the form of a four feet high chain link fence in the southeast and southwest quadrants of crossing to prevent trespassing;
- Install crossing panel surface for pedestrian pathway on the southside of the crossing;
- Install pedestrian crosswalk pavement markings at the Industrial Boulevard and Naples Street intersection west 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 Naples Street intersection;
- Construct ADA complaint sidewalks on both sides of the crossing, and
- Install California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1, W10-5 'Low Ground Clearance' and W10-3 advance warning signs, W48 (CA) 3 tracks signs, R8-8 'DO NOT STOP ON TRACKS' signage, R3-2 "NO LEFT TURN", R4-7 "KEEP RIGHT", R5-2 'NO TRUCKS' signage and R3-4 "NO U TURN" signage, 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 dated September 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 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 Federal Railroad Administration (FRA) inventory form to the FIRA, 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: Richard A. Hopkins – Works/City Engineer, City of Chula Vista
Paul Jablonski – Chief Executive Officer, Metropolitan Transit System