

PUBLIC UTILITIES COMMISSION

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



September 12, 2013

File Number: XREQ 2013080004
I-805 Soledad Canyon Bridge and Overhead
City of San Diego, San Diego County

Brian Finkbeiner
District 11 Railroad Coordinator
California Department of Transportation
4050 Taylor Street, MS 310
San Diego, CA 92110

Re: General Order 88-B Request for Authority to Alter the Highway-Rail Crossing of Interstate 805 Freeway Soledad Canyon Overhead Bridge and Metropolitan Transit System/North County Transit District Tracks, CPUC Crossing No. 106-250.70-A and DOT No. 026840J, in City of San Diego, San Diego County

Dear Mr. Finkbeiner:

This refers to your letter, dated July 1, 2013, received by us on August 5, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the grade-separated highway-rail crossing (crossing) of Interstate 805 Freeway (I-805) Soledad Canyon Overhead Bridge (BOH) and the Metropolitan Transit System (MTS) / North County Transit District (NCTD) Coaster mainline tracks, in City of San Diego, San Diego County. The crossing is identified as CPUC Crossing No. 106-250.70-A and U.S. DOT No. 026840J.

The I-805 Soledad Canyon BOH, grade separated crossing currently consists of three (3) separate freeway bridge structures that cross over the MTS/NCTD tracks with four (4) lanes in each northbound and southbound direction, and a separate structure on the east side for one (1) northbound exit lane. BNSF Railway Company (BNSF) operates approximately four (4) freight trains daily with a maximum speed of 20 miles per hour (mph) and the National Railroad Passenger Corporation (Amtrak) and NCTD operate approximately 44 passenger trains daily with a maximum speed of 45 mph.

In an effort to reduce traffic congestion and add a High Occupancy Vehicle (HOV) lane in each direction, the California Department of Transportation (Caltrans) project proposes the following alterations to the I-805 Soledad Canyon BOH crossing:

- Construct an approximately 43-foot wide Direct Access Ramp (DAR) structure in the median area between the northbound and southbound I-805 Soledad Canyon bridge structures;
- Widen the southbound I-805 structure approximately 41 feet; and
- Widen the northbound I-805 structure approximately 36 feet.

The existing I-805 Soledad Canyon BOH complies with the minimum vertical and horizontal clearance requirements of 22 feet 6 inches and 8 feet 6 inches respectively, specified in Commission GO 26-D. The alteration project proposes a permanent minimum vertical clearance of

approximately 32 feet 8 inches from the top of rail and a permanent minimum horizontal clearance of 60 feet and 5 inches from the centerline of the nearest track, both measured from the DAR bridge structure. The temporary minimum vertical clearance during construction will be 26 feet from the top of rail and the temporary minimum horizontal clearance will be 12 feet from the centerline of the nearest track.

Caltrans's request references a second track being added by San Diego Association of Governments (SANDAG). Modification to the crossing will consist of an additional track and is concurrently being requested in a separate GO 88-B authorization by SANDAG, identified as XREQ 2013080005 for the "Sorrento to Miramar Double Track Project Phase 1."

During construction of the I-805 Soledad Canyon BOH widening project, temporary traffic controls shall be provided in compliance with current version of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by Caltrans. All parties must comply with all applicable rules, including Commission GOs and the CA MUTCD. In addition, MTS/NCTD shall provide railroad flagging services during construction for public safety, construction workers, train operators and train operations.

The Commission's Rail Crossings Engineering Section (RCES) has investigated the request by Caltrans and finds it adequately addresses compliance and safety. As Caltrans, MTS and NCTD 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 1, 2013, and summarized above are authorized.

This project is statutorily exempt from the requirements of the California Environmental Quality Act of 1970, as amended. [California Public Resources Code §21080.13]


This authorization shall expire if the above conditions are not complied with or if the work is not completed within three (3) 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, Caltrans shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the Commission web site at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg.htm>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

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If you have any questions, please contact Kevin Schumacher at kevin.schumacher@cpuc.ca.gov or (415) [REDACTED]

Sincerely,



Anton Garabetian, P.E.
Program and Project Supervisor
Rail Transit and Crossings Branch
Safety and Enforcement Division

C: G. Peter d'Ablaing - SANDAG
Reed Caldwell - NCTD
Paul C. Jablonski - MTS