

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>th</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



September 12, 2013

File Number: XREQ 2013080005  
I-805 Soledad Canyon Bridge and Overhead  
City of San Diego, San Diego County

G. Peter d'Ablaing  
Senior Transportation Engineer  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101-4231

**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, CPUC Crossing No. 106-250.70-A and DOT No. 026840J, in City of San Diego, San Diego County**

Dear Mr. d'Ablaing:

This refers to your letter, dated July 15, 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 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. The request states that the BNSF Railway Company (BNSF) operates approximately six (6) freight trains daily with a maximum speed of 20 miles per hour (mph) and the National Railroad Passenger Corporation (Amtrak) and the NCTD operate approximately 44 passenger trains daily with a maximum speed of 45 mph.

In an effort to increase rail traffic capacity, increase train speeds, and reduce track wear, the San Diego Association of Governments (SANDAG) proposes the following alterations to the I-805 Soledad Canyon BOH crossing:

- Construct a second track under the existing bridge structure; and
- Realign the existing track to accommodate the new track.

The track alignment and new track construction is part of the larger project identified as the "Sorrento to Miramar Double Track Project Phase 1." Details are provided in the plans attached to the request.

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 request states that vertical clearance will be greater than 74 feet from the top of rail and minimum horizontal clearance will be greater than 30 feet from the centerline of the nearest track.

The stated track clearances will be altered as part of the California Department of Transportation (Caltrans) project to construct a Direct Access Ramp and other modifications of I-805 at the crossing. Those modifications to the same crossing are concurrently being requested in a separate GO 88-B authorization to Caltrans, identified as XREQ 2013080004.

During construction any temporary traffic controls along the roadway 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 General Orders and the CA MUTCD.

The Commission's Rail Crossings Engineering Section (RCES) has investigated the request by SANDAG 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 15, 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(b) (10)].

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, SANDAG 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](mailto:rces@cpuc.ca.gov) as outlined on the web page.

G. Peter d'Ablaing  
XREQ 2013080005  
September 12, 2013  
Page 3 of 3

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

Sincerely,



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

C: Brian Finkbeiner - Caltrans  
Reed Caldwell - NCTD  
Paul C. Jablonski - MTS  
William Prey - LOSSAN