

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>th</sup> Street, Suite 500  
Los Angeles, CA 90013



December 16, 2013

File Number: XREQ 2013110002  
8<sup>th</sup> Street  
City of National City, San Diego County

Dean Hiatt  
Senior Engineer  
San Diego Association of Governments (SANDAG)  
401 B Street, Suite 800  
San Diego, CA 92101

**SENT VIA E-MAIL**

**Re: General Order 88-B Request for Authority to Modify the 8<sup>th</sup> Street At-Grade Highway-Rail Crossing, Identified as CPUC Crossing No. 002-272.10 and DOT No. 026899Y, in the City of National City, San Diego County.**

Dear Mr. Hiatt:

This refers to your letter dated October 18, 2013, received by us on October 28, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the 8<sup>th</sup> Street at-grade highway-rail crossing (crossing) of the BNSF Railway Company (BNSF) San Diego Subdivision mainline track in the City of National City (City), San Diego County. The crossing is identified as CPUC Crossing No. 002-272.10 and DOT No. 026899Y.

8<sup>th</sup> Street single-track crossing is a four-lane roadway with two through lanes in each direction. For westbound traffic there is also a left-turn lane and a separated right-turn lane for movements onto Harbor Drive. The crossing is equipped with two Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilever arm) warning devices, one for each roadway approach, and an additional Standard 9 warning device (flashing light signal assembly with automatic gate arm) for the existing westbound free right turn lane. The crossing is approximately 40 feet east of the Harbor Drive/8<sup>th</sup> Street roadway intersection. The average daily traffic is 13,900 vehicles with a posted speed limit of 35 MPH. There are sidewalks along both sides of 8<sup>th</sup> Street. There is significant pedestrian traffic related to the nearby light rail station and parking lots. BNSF operates approximately four freight trains daily at a maximum speed of 10 MPH at the crossing.

As part of the Bayshore Bikeway Segments 4 and 5 Project, SANDAG proposes the following modifications to allow for a Class I bicycle facility along Harbor Drive:

- Replacement of existing westbound separated right-turn lane with traditional right turn lane adjacent to through travel lanes;
- Removal of curb-mounted Commission Standard 9 warning device for the existing separated right turn lane;
- Restriping of travel lanes through crossing;

- Removal of crosswalks on south leg of intersection crossing Harbor Drive and east leg of intersection crossing 8th Street;
- Removal of conflicting striping and existing left turn arrow pavement marking immediately west of the tracks;
- Removal of a three-foot by three-foot square of asphalt surrounding existing Commission Standard 9-A warning device and cantilevered mast, and backfill with gravel;
- Installation of Americans with Disabilities Act (ADA) compliant pedestrian ramps with detectable warning tactile strips at each crossing approach on north side of 8th Street. Placement of the tactile strips shall be two feet minimum from any active warning device;
- Installation of 100 linear feet of two-foot wide median along centerline of 8th Street;
- Installation of two-foot wide white limit line for westbound traffic on 8th Street;
- Installation of California Manual on Uniform Traffic Control Devices (CA MUTCD) standard R15-8 "LOOK" signs on existing Commission Standard 9-A warning device for westbound pedestrian traffic and behind northerly curb west of track on 8th Street for eastbound pedestrian traffic;
- Installation of CA MUTCD standard W10-2 advanced warning signs at both Harbor Drive approaches to the crossing;
- Apply CA MUTCD standard RXR pavement marking for westbound traffic on 8th Street;
- Installation of pedestrian barriers and CA MUTCD standard R5-10b "NO PEDESTRIANS OR BICYCLES" signs at the following locations:
  - End of sidewalk on south side of 8th Street just east of the crossing;
  - Southwest quadrant of Harbor Drive / 8th Street intersection;
  - Northeast quadrant of Harbor Drive / 8th Street intersection;
- Upgrade of existing flashing light signal units from incandescent to light emitting diode (LED);
- Installation of additional LED flashing light signals facing the proposed bike path on the existing Commission Standard 9-A warning device;
- Installation of two CA MUTCD standard R8-8 "DO NOT STOP ON TRACKS" signs, one in raised median west of track on 8th Street, and one behind the northerly curb west of track on 8th Street;
- Installation of "KEEP CLEAR" pavement markings located between stop limit line and track; and
- Install white edge lines at edge of travelled way from curb to crossing panel.

The Commission's Rail Crossing Engineering Section (RCES) staff has investigated the request by SANDAG, and finds it adequately addresses compliance and safety. As SANDAG and BNSF 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 October 18, 2013 and summarized above are authorized.

During a field inspection on October 15, 2013, RCES staff noticed Harbor Drive and 8<sup>th</sup> Street crossing approaches were missing W10 series advanced warning signs and RXR pavement markings required by CA MUTCD. This is an important safety concern and the City must install and maintain all required signage and required markings for compliance. Refer to 2012 CA MUTCD Figures 8B-6 and 8B-7.

BNSF must also ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

Temporary traffic controls shall be provided in compliance with the current version 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 Public Resources Code 21084].

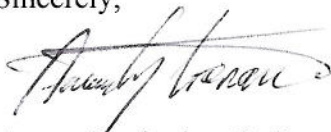
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to RCES, the time to complete the project may be extended. A written request for a time extension must include concurrence letters by interested parties in support of the time extension. If an extension is requested, RCES may re-evaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, SANDAG and/or BNSF 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 Separation*. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov) as outlined on the web page.

At the conclusion of the project, BNSF shall submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).

If you have any questions, please contact Kevin Schumacher at [kevin.schumacher@cpuc.ca.gov](mailto:kevin.schumacher@cpuc.ca.gov) or by phone at 415-310-9807.

Sincerely,



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

cc: **(SENT VIA E-MAIL)**  
Melvin Thomas, BNSF Railway  
Steve Manganiello, National City  
Leilani Navarro, Naval Base San Diego