

PUBLIC UTILITIES COMMISSION

320 W. 4th Street, Suite 500
Los Angeles, CA 90013



December 12, 2013

File Number: XREQ 2013110003
Tidelands Avenue
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 Tidelands Avenue At-Grade Highway-Rail Crossing, Identified as CPUC Crossing No. 002-272.80-C and DOT No. 026125A, 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 November 1, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the Tidelands Avenue at-grade highway-rail crossing of the BNSF Railway Company (BNSF) San Diego Subdivision track in the City of National City (City), San Diego County. The identification numbers stated in the request letter do not accurately identify the crossing. The Tidelands Avenue crossing north of the intersection 19th Avenue is identified in CPUC records as CPUC Crossing No. 002-272.80-C and DOT No. 026125A.

Tidelands Avenue single-track crossing is a two-lane roadway with one through lane in each direction. The crossing is approximately 38 feet north of the Tidelands Ave/19th Street roadway intersection and is equipped with four Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. The average daily traffic is 1,600 vehicles with a posted speed limit of 40 MPH. There are sidewalks along both sides of Tidelands Avenue. BNSF operates approximately one train 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 Tidelands Avenue:

- Construction of a three-foot wide raised median, 12 feet from the existing westerly curb, ending 10 feet from centerline of track;
- Centerline and edge line striping for Class I bicycle facility up to concrete track panels;
- Removal of one existing curb-mounted Commission Standard 9 warning device on westerly curb;
- Replacement of existing double white stop limit stripes with two-foot wide stop limit lines;
- Installation of edge stripe for southbound vehicular lane;
- Reconstruction of a portion of the center raised median to accommodate the "S" curve of the bike path alignment south of the tracks;

- Northerly extension of the median north of the tracks;
- Installation of two Commission Standard 8 (flashing light signal assembly) warning devices on right side of bike path (one in each direction), along with California Manual on Uniform Traffic Control Devices (CA MUTCD) standard R15-8 "LOOK" and Commission Standard 1-D "PEDESTRIANS AND BICYCLES ONLY" signs. Each Commission Standard 8 shall include two sets of flashers – one facing each direction of traffic;
- Installation of Americans with Disabilities Act (ADA) compliant detectable warning tactile strips on each approach to the track from sidewalks and bike path, extending three feet in the direction of travel. Placement of the tactile strips should be two feet minimum from any active warning device;
- Apply CA MUTCD standard RXX pavement marking on southbound bike path;
- Replacement of CA MUTCD standard RXX pavement markings for both northbound and southbound vehicular approaches;
- Reconstruction of sidewalk along westerly curb on north side of tracks;
- Installation of CA MUTCD standard W10-1 Advance Warning sign along bike path north of tracks;
- Installation of CA MUTCD standard R4-7 (KEEP RIGHT) signs on medians for southbound vehicular traffic;
- Removal of existing driveway at the northwest quadrant of crossing;
- Construction of additional raised median to 10 feet from track centerline; and
- Installation of CA MUTCD standard OM2-1V object marker on new raised median nose.

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.

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.

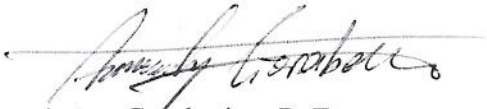
Dean Hiatt
XREQ 2013110003
December 12, 2013
Page 3 of 3

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 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.

If you have any questions, please contact Kevin Schumacher at 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
Ernesto Medina, Port of San Diego
Leilani Navarro, Naval Base San Diego