

PUBLIC UTILITIES COMMISSION

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



December 15, 2014

File Number: XREQ 2014110003
Main Street
City of Chula Vista, San Diego County

Pete d'Ablaing
Project Manager
San Diego Association of Governments (SANDAG)
401 B Street, Suite 900
San Diego, CA 92101

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Modify the Main Street Grade-Separated Highway-Rail Crossing, Identified as CPUC Crossing Number 036-10.30-B, DOT Number 662040A, in the City of Chula Vista, San Diego County.

Dear Mr. d'Ablaing:

This refers to your letter dated September 23, 2014, received by us on November 10, 2014, requesting authorization, pursuant to California Public Utilities Commission (CPUC/Commission) General Order (GO) 88-B, to modify the grade-separated highway-rail crossing of Main Street and the San Diego and Arizona Eastern (SDAE) tracks (crossing), in City of Chula Vista (City), San Diego County. The crossing is identified by CPUC Crossing No. 036-10.30-B, DOT No. 662040A.

SDAE is a railroad subsidiary of the San Diego Metropolitan Transit System (MTS). San Diego Trolley, Inc. (SDTI) is another subsidiary of MTS which operates light rail transit service. The San Diego and Imperial Valley Railroad (SDIY) provides freight service along some SDAE tracks. On shared tracks, such as those on the crossing, the freight railroad service can only operate during hours when light rail transit service is not operating. The proposed crossing modification would provide a dedicated freight track to allow greater flexibility in freight service.

The crossing currently consists of a bridge with 2 SDAE tracks above the roadway. These tracks are utilized by SDTI light rail transit as well as SDIY freight trains. The San Diego Association of Governments (SANDAG) proposes the following modifications to the grade-separated crossing:

- Add one SDAE siding track for freight train use only on a grade-separated bridge structure 26 ft. 4 in. wide and approximately 212 feet long.

The new abutments will be adjacent to the existing abutments, and the bridge superstructure will have a gap of approximately 3 ft. 8 in. just to the east of the existing structure. At this location, the centerline of the new freight track will be separated by at least 26 feet from the centerline of the nearest existing track.

Approximately 50 feet east of the existing grade-separated crossing, there is an at-grade crossing for an existing SDAE freight railroad spur track which is identified as CPUC Crossing No. 036-10.30-C, DOT No. 662041G. SANDAG proposes the following minor modifications near the at-grade crossing:

- Installing new street lights to the east of the crossing, on both the north and south sides of Main Street; and
- Replacing the existing Crossbucks with Crossbuck Assemblies that include a YIELD sign, an Emergency Notification Sign, and the required retro-reflective material.

Vertical clearances will comply with GO 26-D requirements at all times by maintaining at least 15 feet above the roadway. At the existing tracks, which will not be modified, the minimum vertical clearance was designed to provide 16 ft. 9 in. above the roadway. At the new track, the final minimum vertical clearance will be 17 ft. 6 in. A temporary minimum vertical clearance of 15 ft. 0 in. will be maintained during construction.

Horizontal clearances will comply with GO 26-D requirements. Existing tracks will not be modified. At the new track, the final minimum horizontal clearance will be 8 ft. 6 in. from centerline of existing track. On the bridge, the ballast is level between the through-girders, providing 2 ft. walkways on both sides of the track within 8 ft. 6 in. of track centerline.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request filed by SANDAG and finds it adequately addresses compliance and safety. As SANDAG, SDAE, and 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 23, 2014, and summarized above are authorized.

This project is statutorily exempt from the requirements of the California Environment 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 years of the date of this letter. Upon written request to RCEB, 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, RCEB may re-evaluate the crossing prior to granting an extension.

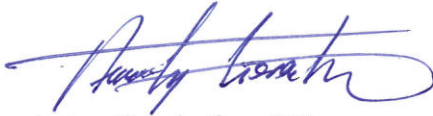
Within 30 days after completion of this project, SANDAG shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the Commission web site at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to rceb@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, SDAE shall submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

Pete d'Ablaing, SANDAG
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If you have any questions, please contact Kevin Schumacher at kevin.schumacher@cpuc.ca.gov or (415) 310-9807.

Sincerely,



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

cc: **(SENT VIA E-MAIL)**
Richard Hopkins, Chula Vista
Rebecca Zelt (for Paul Jablonski), MTS/SDAE
Peter Meyerhofer, Kimley-Horn
