

## PUBLIC UTILITIES COMMISSION

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



File Number: XREQ 2015030003

April 20, 2015

Edward N. Domingue  
Public Works Director/City Engineer  
City of Escondido  
201 N. Broadway  
Escondido, CA 92025

**SENT VIA E-MAIL**

**Re: General Order 88-B Request for Authority to Alter the Auto Park Way Highway-Rail Crossing, CPUC Crossing No. 106E-119.33 and DOT No. 027584Y in the City of Escondido, County of San Diego**

Dear Mr. Domingue:

This refers to your letter dated March 9, 2015, received by us on March 11, 2015, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Auto Park Way at-grade highway-rail crossing (crossing) of the North County Transit District (NCTD) Sprinter track in the City of Escondido (City), County of San Diego. The crossing is identified as CPUC Crossing No. 106E-119.33 and DOT No. 027584Y.

The crossing is equipped with four Commission Standard 9-A (flashing light signal assembly with automatic gate and additional flashing light signals over the roadway on a cantilevered arm) warning devices. Mission Road runs parallel to the tracks and forms a signalized intersection just north of the crossing. The Inland Rail Trail also runs parallel to the tracks, north of the crossing with a section of pathway unpaved for a short distance in the northeast quadrant of the crossing. The request indicates that approximately 78 transit trains (NCTD Sprinter) per day travel through the crossing at a maximum speed of 50 miles per hour (mph), and approximately 2 freight trains per day travel through the crossing at a maximum speed of 30 mph.

The request letter from the City indicates that the proposed improvements are primarily intended to eliminate confusion for northbound motorists regarding the appropriate traffic signal to follow and the appropriate location for motorists to stop in advance of the tracks.

The proposed alterations as indicated in the request letter and/or shown in the attachments shall consist of:

- Relocating the stop line marking for northbound Auto Park Way, placing it approximately 40 feet south of the existing location on the southeast quadrant of the crossing;
- Installing vehicle detection loops (for traffic signal operation) consistent with the new stop line marking, as shown on plans;

- Installing “KEEP CLEAR” pavement markings in each northbound lane on the southeast quadrant of the crossing between the “STOP” bar and Auto Park Way/Mission Road intersection;
- Installing “WAIT HERE” pavement markings in each northbound lane;
- Installing two California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant “STOP HERE ON RED” (R10-6) signs facing northbound traffic;
- Installing two CA MUTCD “DO NOT STOP ON TRACKS” (R8-8) signs facing northbound traffic;
- Installing Americans with Disabilities Act (ADA) detectable warning / truncated domes for pedestrians in the northeast and northwest quadrants of the crossing;
- Installing concrete pathway, and “STOP” and directional arrow pavement markings to connect to the Inland Rail Trail northeast of the crossing, as shown on plans; and
- Installing crosswalk markings between the tracks and the Auto Park Way/Mission Road intersection.

Commission’s Rail Crossings and Engineering (RCEB) staff has investigated the City’s request, and finds it adequately addresses compliance and safety. As City and NCTD are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, you may proceed with the improvements as described in your request letter, attachments, and summarized above.

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

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CA MUTCD, 2014 Edition, published by the California Department of Transportation.

All parties shall comply with all applicable rules, including Commission GOs, ADA and CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Pubic 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 this office, 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, the RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, City shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G. 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.htm> . This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

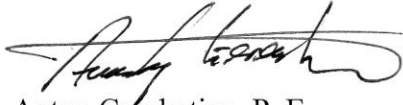
At the conclusion of the project, NCTD should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR

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234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Anton Garabetian', with a stylized flourish at the end.

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

CC: (SENT VIA E-MAIL)  
Peykan Abbassi, NCTD  
Beth Kassebaum, City  
Eric Roe, NCTD  
Donald Filippi, NCTD

