

## PUBLIC UTILITIES COMMISSION

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



August 17, 2016

File Number: XREQ 2016070001  
Chesterfield Drive  
City of Encinitas, San Diego County

Bruce Smith  
Project Manager  
San Diego Association of Governments (SANDAG)  
401 B Street, Suite 800  
San Diego, CA 92101-4231

**SENT VIA E-MAIL**

**Re: General Order 88-B Request for Authority to Alter the Chesterfield Drive At-Grade Highway-Rail Crossing, CPUC Crossing No. 106-239.80 and DOT No. 026849V in City of Encinitas, San Diego County**

Dear Mr. Smith:

This refers to your letter dated July 7, 2016, received by us on July 11, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission or CPUC) General Order (GO) 88-B, to alter the Chesterfield Drive at-grade highway-rail crossing (crossing) of the North County Transit District – COASTER (NCTC) track in City of Encinitas (City), San Diego County. The crossing is identified as CPUC Crossing No. 106-239.80 and DOT No. 026849V.

The single track crossing is equipped with two curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) and two median-mounted Commission Standard 8 (flashing light signal assembly) warning devices. NCTC and Amtrak operate approximately 44 commuter and passenger trains per day at up to 90 MPH at the crossing. BNSF Railway (BNSF) and Pacific Sun Railroad (PSRR) operate approximately 7 freight trains per day at up to 55 MPH at the crossing. Chesterfield Drive is a four-lane minor collector roadway with average daily traffic of approximately 17,100 vehicles. Traffic signals with railroad preemption are present at the adjacent intersections on each side of the crossing.

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

- Installing one additional (second) track on the east side of the existing track at approximately 15 feet between track centerlines;
- Installing concrete panels along the surface of both tracks with rubber inserts providing 2.5 inches of maximum gap along the flangeway;
- Removing the two existing curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices;
- Removing the two existing median-mounted Commission Standard 8 (flashing light signal assembly) warning devices;
- Installing two new median-mounted Commission Standard 9 warning devices;
- Installing one new curb-mounted Commission Standard 9 warning device with back-to-back flashing light signals in the southwest quadrant;

- Installing one new curb-mounted Commission Standard 9 warning device with back-to-back flashing light signals, in combination with a pedestrian gate arm, exit swing gate and detectable warning surface, in the northeast quadrant;
- Installing one new Commission Standard 9 pedestrian gate warning device for the sidewalk only with back-to-back flashing light signals, in combination with an exit swing gate and detectable warning surface, in the northwest quadrant;
- Reconstructing the raised median east of the track to provide median width of approximately 9 feet and length of approximately 50 feet;
- Reconstructing the raised median west of the track to provide median width of approximately 9 feet and length of approximately 65 feet;
- Modifying the railroad preemption of existing traffic signals at the intersection with San Elijo Avenue east of the tracks, and at the intersection with Coast Highway west of the tracks, including the following:
  - 20 seconds of advance preemption time;
  - At least 25 seconds of track clearance green time;
  - Supervised interconnection circuit;
  - Gate-down confirmation;
  - Maximum preemption timer;
  - Battery backup system;
- Installing four symbolic “NO RIGHT TURN” train-activated blank out signs (R3-1);
- Removing the existing pedestrian sidewalk on the south side of the roadway, and installing associated pedestrian barricades and pedestrian-prohibitive signage;
- Installing 4-foot tall “post and cable” fence in the northeast and southeast quadrants;
- Installing 4-foot tall “post and rail” fence in the northwest and southwest quadrants;
- Installing the railroad equipment cabinet (“auxiliary house”) approximately 25 feet east of the nearest track centerline and 30 feet south of the roadway; and
- Installing other signage and markings consistent with California Manual on Uniform Traffic Control Devices (CA MUTCD) including “KEEP CLEAR” markings, “DO NOT STOP ON TRACKS” (R8-8) signs, and “TRAINS MAY EXCEED 80 MPH” (W10-8) signs.

SANDAG’s request discusses the construction of foundations, conduit and pull-boxes to support a future possible installation of Commission Standard 9-E (Standard 9 installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices. Prior to installation of Standard 9-E warning devices, further CPUC authorization is required.

The Commission’s Rail Crossings and Engineering Branch (RCEB) staff has investigated SANDAG’s request, and finds it adequately addresses compliance and safety. As SANDAG, the City, and NCTC 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. SANDAG must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B request closed.

NCTC must ensure that Emergency Notification Signs are installed to comply with Title 49 Code of Federal Regulations (CFR) Section 234.309.

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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 General Orders and 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].

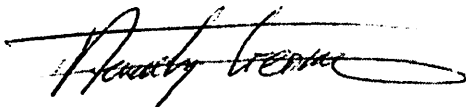
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, RCEB may reevaluate 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. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

At the conclusion of the project, NCTC should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. Title 49 CFR Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. Commission requests a concurrent copy of the updated inventory form be submitted to [rceb@cpuc.ca.gov](mailto:rceb@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 (415) 310-9807.

Sincerely,



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

(SENT VIA E-MAIL)

C: Glenn Pruum, City  
Eric Roe, NCTC