

PUBLIC UTILITIES COMMISSION

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



September 7, 2016

File Number: XREQ 2016070007
Lemon Grove Avenue
City of Lemon Grove, San Diego County

Tim Gabrielson
Interim City Engineer
City of Lemon Grove
3232 Main Street
Lemon Grove, CA 91945-1705

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter the Lemon Grove Avenue At-Grade Highway-Rail Crossing, CPUC Crossing No. 036D-10.30 and DOT No. 661918A in City of Lemon Grove, San Diego County

Dear Mr. Gabrielson:

This refers to your letter dated and received by us on July 20, 2016, and as clarified with additional documentation distributed on August 26, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission or CPUC) General Order (GO) 88-B, to alter the Lemon Grove Avenue at-grade highway-rail crossing (crossing) of the San Diego Metropolitan Transit System (MTS) track in City of Lemon Grove (City), San Diego County. The crossing is identified as CPUC Crossing No. 036D-10.30 and DOT No. 661918A.

The crossing has two tracks and is equipped with three Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices and one curb-mounted Commission Standard 9-A (Standard 9 with additional flashing light signals over the roadway on a cantilevered arm). MTS through San Diego Trolley, Inc. (SDTI) operates approximately 145 light rail transit trains per day at up to 40 MPH at the crossing. San Diego and Imperial Valley Railroad (SDIY) operates approximately 1 freight train per day at up to 25 MPH at the crossing. Lemon Grove Avenue is a minor arterial roadway with five lanes crossing the tracks. The average daily traffic along the roadway is approximately 24,200 vehicles. Traffic signals with railroad preemption are present at the adjacent intersection at North Avenue just east of the crossing.

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

- Reconstructing the track surface and placing railroad crossing panels through the crossing area;
- Realigning and widening the roadway and sidewalk on both sides of the tracks to allow 3 lanes in each direction, a raised median on both sides of the tracks, and 2 sidewalks;
- Installing 4-inch wide white right edgeline with clear retro-reflective markers;
- Installing centerline with yellow markers near the raised median through the track area;
- Realigning and widening the sidewalk to provide width of 9 feet through the track area and Epoxy Pebble Strip at edge of sidewalk, and 8-inch wide white striping on both sides of the pedestrian route;

- Reconstructing the raised median west of the tracks to provide 6-inch curb, median length of approximately 175 feet, and width near the warning device of approximately 13 feet;
- Reconstructing the raised median east of the tracks to provide 6-inch curb, median length of approximately 20 feet, and width near the warning device of approximately 8 feet;
- Removing the existing railroad signal house in the southwest quadrant;
- Removing the three existing Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices;
- Removing the one existing Commission Standard 9-A (Standard 9 with additional flashing light signals over the roadway on a cantilevered arm) warning device;
- Installing a new railroad signal house in the northeast quadrant at least 25 feet from nearest rail and at least 30 feet from edge of roadway;
- Installing two new curb-mounted Commission Standard 9 warning devices with back-to-back flashing light signals in the northeast and southwest quadrants;
- Installing two new median-mounted Commission Standard 9 warning devices with back-to-back flashing light signals, on each side of the tracks;
- Installing two new curb-mounted Commission Standard 8 (flashing light signal assembly) warning devices with back-to-back flashing light signals in the northwest and southeast quadrants;
- Installing a pre-signal for eastbound traffic, including traffic signal heads placed both west and east of the tracks;
- Modifying the traffic signals facing eastbound traffic, on the east side of the tracks, to include Programmed Visibility (PV) signal heads;
- Installing new traffic signals at a new intersection of Lemon Grove Avenue and North Avenue approximately 175 feet west of the tracks;
- Modifying the railroad preemption of traffic signals at the intersections both east and west of the tracks, including the following:
 - Supervised interconnection circuit;
 - Gate-down confirmation;
 - Battery backup system;
- Installing two symbolic “NO RIGHT TURN” train-activated blank out signs (R3-1) at the intersection east of the tracks, facing southbound motorists turning right toward the tracks;
- Installing overhead roadway illumination (street lights) on the southwest, southeast, and northeast quadrants;
- Installing 4-foot tall fencing along the railroad right-of-way in the southeast and southwest quadrants;
- Installing other signage and markings consistent with California Manual on Uniform Traffic Control Devices (CA MUTCD) including “WAIT HERE” markings, stop line markings, “DO NOT STOP ON TRACKS” (R8-8) signs, “STOP HERE ON RED” (R10-6) signs, NO RIGHT TURN on Red (R13A(CA)) signs, advance warning (W10-1, W10-2, W10-3) signs, and advance warning “RXR” markings;

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the City’s request and finds that it adequately addresses compliance and safety. As City and MTS are in agreement as to the design and apportionment 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.

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

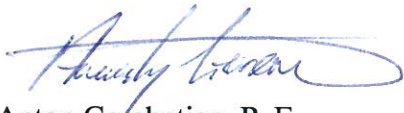
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. Any written request for a time extension must include concurrence 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, the 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 at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to rceb@cpuc.ca.gov.

At the conclusion of the project, MTS 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.

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

(SENT VIA E-MAIL)

C: David Bagley for Paul Jablonski, MTS

