

PUBLIC UTILITIES COMMISSION

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



July 5, 2017

File Number: XREQ 2017060005
Cassidy Street
City of Oceanside, San Diego County

Steven Strapac, PE, PLS
City Engineer
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the Cassidy Street At-Grade Highway-Rail Crossing, CPUC Crossing Number 106-228.00 and DOT Number 026818W in the City of Oceanside, San Diego County

Dear Mr. Strapac:

This refers to your letter, dated February 7, 2017, received by us on May 23, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to modify the Cassidy Street highway-rail at-grade crossing (crossing) of the North County Transit District – COASTER (NCTC) San Diego Subdivision mainline track, in the City of Oceanside (City), San Diego County. The crossing is identified as CPUC Crossing No. 106-228.00 and DOT No. 026818W.

The crossing currently consists of two mainline railroad tracks and an east-west roadway with two through lanes and a raised center median. The crossing is currently equipped with two curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices and two median-mounted Commission Standard 8 (flashing light signal assembly) warning devices. The request indicates that there are approximately 68 passenger trains (Amtrak, SCRRA, NCTC) per day with a maximum speed of 90 miles per hour (MPH), and approximately 6 freight trains (BNSF, PSRR) per day with a maximum speed of 55 MPH. The average daily traffic at Cassidy Street is approximately 9,243 vehicles.

The City, in cooperation with NCTC, proposes the following alterations as indicated in the request letter and/or shown in the attachments:

- Construct modifications to the existing raised median;
- Construct modifications to the sidewalk and pedestrian crossing surface;
- Install pedestrian treatments, including:
 - Four Commission Standard 9 (flashing light signal assembly with pedestrian gate arm) pedestrian warning devices, one at each approach;
 - back-to-back flashing light signal pairs facing along the sidewalks;
 - emergency exit swing gates;
 - ADA compliant detectable warning strips;

- pedestrian channelization including tubular railing and fencing; and
- 12-inch white lines (markings) along the edge of the pedestrian route through the track area;
- Remove the existing railroad instrument house, and install a new instrument house in line with the existing instrument house at the current minimum clearance of approximately 25-feet 6-inches from the nearest track centerline;
- Install pavement markings, including:
 - Centerline and edgeline striping through the track area;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage.

This letter from CPUC staff does not authorize a Quiet Zone (train horn restriction). Although the submitted plans include the W10-9/W10-9P “NO TRAIN HORN” sign or plaque, it shall not be displayed prior to establishment of a Quiet Zone consistent with federal regulations. Prior to establishment of a Quiet Zone, the City must ensure that all crossings within the proposed Quiet Zone have been evaluated by a diagnostic team.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by the City and finds that it adequately addresses compliance and safety. As the City and NCTC 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 February 7, 2017, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission General Orders and the current version of the CA MUTCD, published by the California Department of Transportation. The City must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

Temporary traffic controls shall be provided in compliance with current version of the CA MUTCD. Refer to CAMUTCD Section 6G.18 and Figure 6H-46 regarding “Work in the Vicinity of a Grade Crossing.”

NCTC must ensure that Emergency Notification System signs are installed to comply with 49 CFR 234.309.

This project is categorically exempt from the requirements of the California Environmental 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 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 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 CPUC web site Form G page at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to rceb@cpuc.ca.gov as outlined on the web page.

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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. 49 CFR 234.411 requires railroads to submit a crossing inventory update regarding changes in crossing characteristics within three months of the date of the change. 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,



Michael Robertson, P.E.
Program Manager
Rail Crossings and Engineering Branch
Safety and Enforcement Division

C: **(SENT VIA EMAIL)**
Eric Roe, NCTC
Robert Williams, RailPros