

PUBLIC UTILITIES COMMISSION

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



October 2, 2019

File Number: XREQ 2019090012
Harbor Drive
San Diego, San Diego County

Emilio Rodriguez, P.E.
Senior Engineer
San Diego Association of Governments (SANDAG)
401 B Street, Suite 800
San Diego, CA 92101

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the Harbor Drive At-Grade Highway-Rail Crossing, CPUC Crossing No. 002-270.20 and DOT Crossing No. 026889T, in the City of San Diego, San Diego County

Dear Mr. Rodriguez:

This refers to your letter received by us via email on September 12, 2019, in which the San Diego Association of Governments (SANDAG) requests authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Harbor Drive at-grade highway-rail crossing (crossing) of the BNSF Railway (BNSF) San Diego Subdivision track in the City of San Diego (City), San Diego County. The crossing is identified as CPUC Crossing Number 002-270.20 and United States Department of Transportation Crossing Number 026889T.

The crossing configuration currently consists of a single BNSF track across four vehicle and two bicycle lanes. The track crosses the roadway at a narrow angle. The crossing has two] Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices along the northbound lanes, and one Commission Standard 9-A (Standard 9 with additional overhead flashing light signals) warning device along the southbound lanes. There is a raised median south of the crossing. The track is used by BNSF for freight movements at approximately 10 miles per hour. For the purposes of this letter, the alignment of Harbor Drive is considered oriented in a north-south direction.

The proposed alterations are part of a larger project to construct a segment of the planned 24-mile Bayshore Bikeway around San Diego Bay, including a multi-use path along the east side of Harbor Drive between 28th Street and Schley Street. SANDAG proposes the following alterations at this crossing, as discussed in the request letter and/or shown on the plans submitted with SANDAG's request:

- Remove the northbound Class II bike lane.
- Construct a multi-use path along the east side of Harbor Drive, compliant with Americans with Disabilities Act (ADA).
- Reconstruct the median and shift northbound lanes to accommodate the multi-use path along the east edge of Harbor Drive.

- Install California Manual on Uniform Traffic Control Devices (CA MUTCD)-compliant signs and markings including W10-1 and W10-12 warning signs, and “RXR” and stop line pavement markings as shown on the plans.
- Install a new railroad signal house north of the at-grade crossing, and west of Harbor Drive.
- Along the multi-use path:
 - Install two Commission Standard 8 (flashing light signal) warning device assemblies with additional flashing light signal pairs facing across the track.
 - Install ADA-compliant detectable warning on each approach to the track.
 - Install a 4-foot high vinyl coated chain link fence.
 - Install crushed aggregate surface adjacent to railroad right-of-way along the northbound vehicular travel lanes.
 - Install centerline and edge line striping along the multi-use path approaches to the track.
 - Install street lighting for the multi-use path near the track.
 - Install an asphalt concrete dike adjacent to northbound vehicular travel lanes to delineate the multi-use path.
 - Install/maintain pre-cast concrete crossing panel(s) at the track.
- Along the northbound vehicular approach:
 - Remove the two existing Commission Standard 9 warning device assemblies.
 - Install a new Commission Standard 9-A warning device assembly (with separate masts for the gate arm and overhead flashing light signals).
 - Install an 8-inch high raised median extending more than 100 feet in advance of the gate arm.
- Along the southbound vehicular approach:
 - Remove the existing Commission Standard 9-A warning device assembly.
 - Install a new Commission Standard 9-A warning device assembly (with separate masts for the gate arm and overhead flashing light signals).
 - Remove the existing metal beam guard rail and asphalt concrete dike along the shoulder.
 - Install concrete curb and gutter between the roadway and the new Commission Standard 9-A warning device.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by SANDAG and finds that it adequately addresses compliance and safety. As SANDAG, the City, and BNSF 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 letter and summarized above are authorized. All parties shall comply with all applicable rules, including Commission GOs, ADA, and the current version of CA MUTCD, published by California Department of Transportation (Caltrans). SANDAG 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 CA MUTCD Section 6G.18 and Figure 6H-46 regarding “Work in the Vicinity of a Grade Crossing.”

BNSF must ensure that Emergency Notification Systems signs are installed to comply with 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, 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 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.

At the conclusion of the project, BNSF should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 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 kevin.schumacher@cpuc.ca.gov or (415) 310-9807.

Sincerely,



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

C: **(SENT VIA EMAIL)**
Tiera Adams, BNSF
Steve Celniker, City of San Diego

