

ORIGINAL

Decision 98-03-034 March 12, 1998

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of Sacramento)
 to construct One grade crossing of the)
 Southern Pacific Transportation)
 Company "A" Line, Johnston Industrial)
 Park Lead at Canterbury Road and City)
 Maintenance Road at Pump Station No.)
 151 in said City of Sacramento, State)
 of California)

Application 93-08-007
 (Filed August 3, 1993)
 (Amended October 28, 1997)

O P I N I O N

The City of Sacramento (City) requests authority to construct a pedestrian/bike path at grade across the spurline tracks of the Union Pacific Railroad (UP), formerly the Southern Pacific Transportation Company, in said City, Sacramento County.

The project involves the construction of an off street bike trail which will accommodate limited vehicular access for City personnel maintaining the drainage canal and pump station within the project area. This trail would connect City streets with the American River Bike Trail in accordance with the City's Bikeway Master Plan, while maintaining access to the City's canal and pump station.

At present, access to the pump station is achieved via a maintenance road that extends from Leisure Lane and across the UP tracks at grade (private crossing, milepost 93.43). Bicyclists and pedestrians also use this road and crossing since it provides a connection between the American River Bike Trail and City streets.

The project proposes realigning the maintenance road and bikepath approximately 200 feet to the west. The proposed alignment begins at Expo Parkway (to be constructed under phase two of the

Woodlake Business Park). It turns south and runs parallel to the drainage canal before crossing the UP spurline at grade (milepost 93.47). The path then heads east between the spurline and a flood control levee. Finally, the trail crosses over the levee and connects to the American River Bike Trail. A map of the project area is attached as Appendix A.

City proposes the following design specifications for the crossing: bidirectional, 12 feet wide, and installation of one Standard No. 1-D Pedestrian and Bicycle Railroad Crossing sign on each approach with appropriate pavement markings. A schematic of the crossing design is attached as Appendix B.

City is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Sections 21000, et. seq. After preparation and review of an Initial Study (IS), City issued a Mitigated Negative Declaration.

On June 6, 1996, City approved a Notice of Decision which found that "there is no substantial evidence that the project will have a significant effect on the environment."

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's IS, Mitigated Negative Declaration, and Notice of Decision.

The site of the proposed project has been inspected by the Commission's Rail Safety and Carriers Division Traffic Engineering staff. The staff examined the need for and safety of the proposed crossing and recommends that the sought authority be granted.

Application 93-08-007 meets the filing requirements of the Commission's Rules of Practice and Procedure, including Rule 38 which relates to the construction of a public highway across a railroad. An amendment to the application was filed to incorporate changes in design, alignment, and environmental clearance.

Findings of Fact

1. Notice of the application was published in the Commission's Daily Calendar on August 9, 1993. One amendment was filed on October 28, 1997, and published on November 19, 1997. No protests have been filed.

2. City of Sacramento requests authority, under Public

Utilities Code Sections 1201-1205, to construct a pedestrian and bike path at grade across the tracks of UP, in said City, Sacramento County.

3. Public convenience and necessity require construction of the crossing.

4. Public safety requires that protection at the crossing be two (2) Standard No. 1-D Pedestrian and Bicycle Railroad Grade Crossing signs installed in accordance with General Order 75-C.

5. Public safety requires that locked bollards be installed at the path entrance near Expo Parkway. Such bollards will limit vehicular access to City personnel, for the purpose of drainage canal and pump station maintenance.

6. Public safety requires that the existing crossing (milepost 93.43) be closed and physically removed upon completion of the new crossing (milepost 93.47).

7. City is the lead agency for this project under CEQA, as amended.

8. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's IS, Mitigated Negative Declaration, and Notice of Decision.

9. The project will not will not have a significant effect on the environment.

Conclusions of Law

1. The application is uncontested and a public hearing is not necessary.

2. The application should be granted as set forth in the following order.

ORDER

IT IS ORDERED that:

1. The City of Sacramento (City) is authorized to construct the pedestrian and bike path at grade across the spur line tracks of the Union Pacific Railroad (UP), formerly the Southern Pacific Transportation Company, in said City, Sacramento County, at the location and substantially as shown on the plans attached to the application. The crossing shall be identified as 001A-93.47-CD.
2. Protection at the crossing shall consist of two (2) Standard No. 1-D Pedestrian and Bicycle Railroad Grade Crossing signs as specified in General Order (GO) No. 75-C.
3. Locked bollards shall be installed at the path entrance where it departs from Expo Parkway.
4. Clearances shall be in accordance with GO 26-D.
5. Construction of the grade crossing shall be equal or superior to the Standard No. 1 as specified in GO 72-B. Maintenance of the crossings shall conform to GO 72-B.
6. Walkways shall conform to GO 118. Walkways adjacent to any trackage subject to rail operations shall be maintained free of obstructions and shall be promptly restored to their original condition in the event of damage during construction.
7. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties. A copy of the agreement shall be filed by the City with the Commission's Rail Safety and Carriers Division (RSAC) prior to commencing construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.
8. Final construction plans, approved by UP, shall be filed by City with RSAC prior to commencing construction.
9. The existing crossing at milepost 93.43 shall be closed and physically removed upon completion of the new crossing at milepost 93.47.
10. Within thirty (30) days after completion of the work under this order, City shall advise RSAC in writing that the authorized work has been completed.

11. This authorization shall expire if not exercised within two (2) years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

12. The application is granted as set forth above.

13. Application 93-08-007 is closed.

This order becomes effective thirty (30) days from today.

Dated MAR 12, 1998, at San Francisco, California.

RICHARD A. BILAS

President

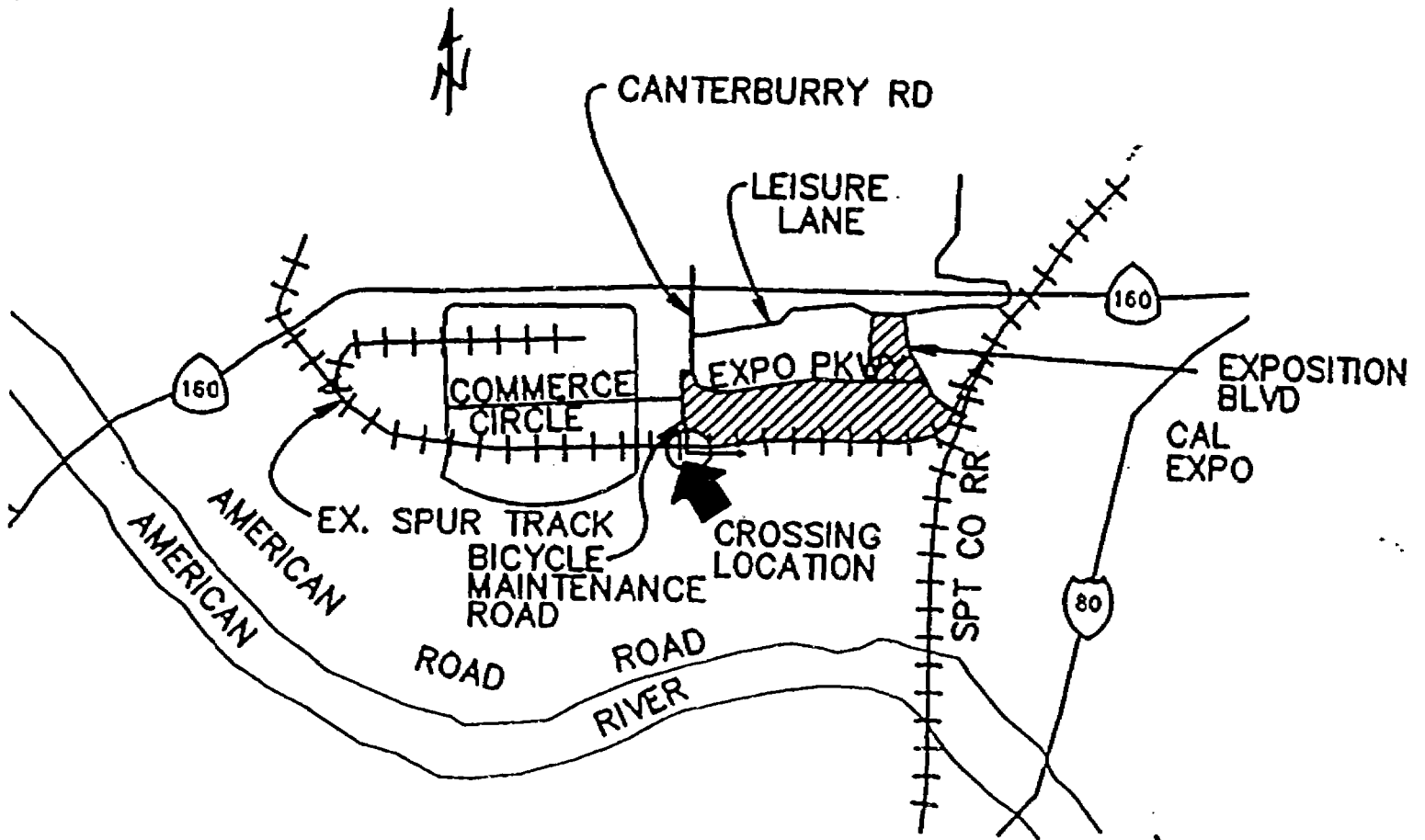
P. GREGORY CONLON

JESSIE J. KNIGHT, JR.

HENRY M. DUQUE

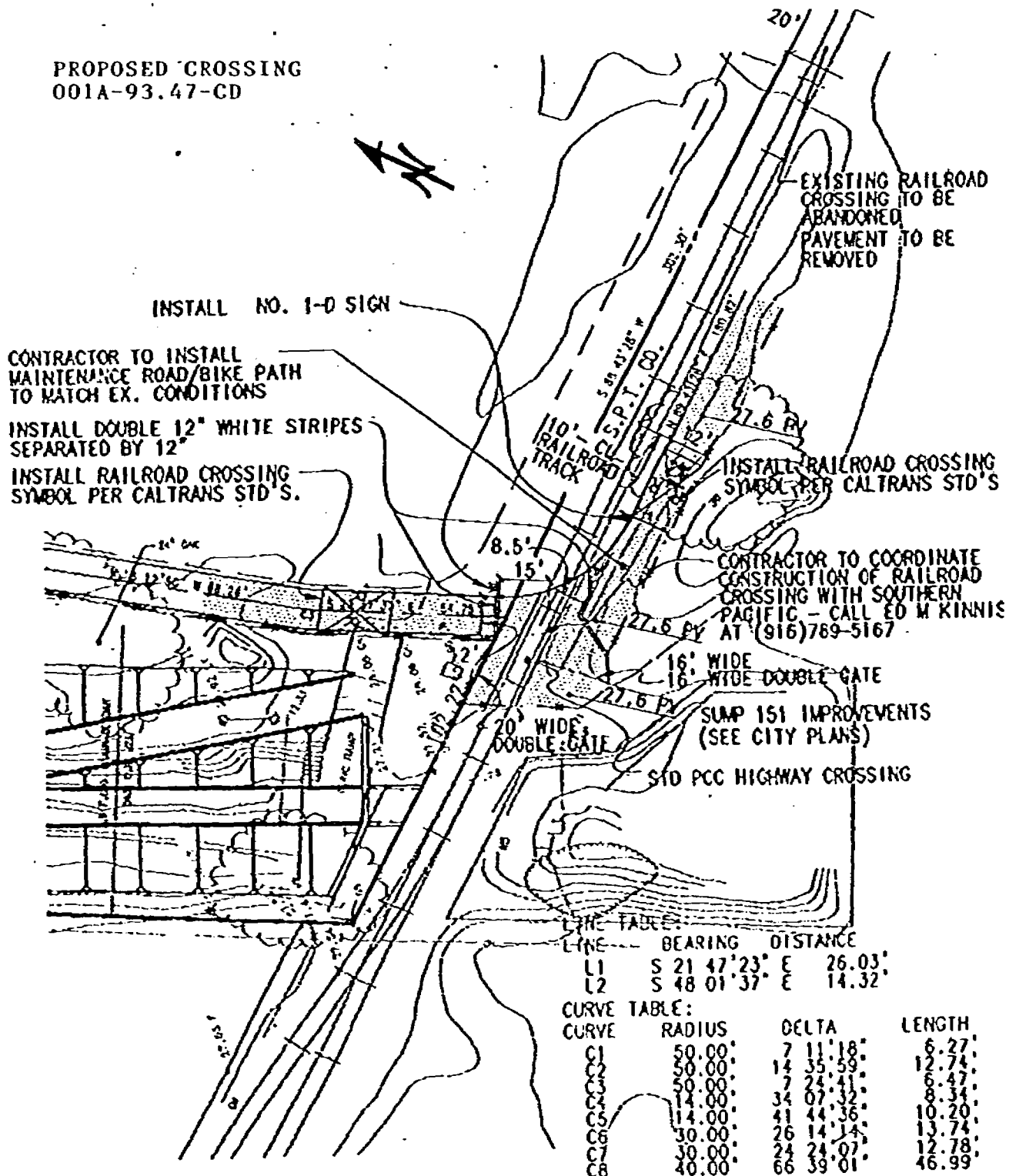
JOSIAH L. NEEPER

Commissioners



PROPOSED CROSSING 001A-93.47-CD

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001A-93.47-CD



LINE TABLE:

LINE	BEARING	DISTANCE
L1	S 21 47' 23" E	26.03'
L2	S 48 01' 37" E	14.32'

CURVE TABLE:

CURVE	RADIUS	DELTA	LENGTH
C1	50.00'	7 11' 18"	6.27'
C2	50.00'	14 35' 59"	12.74'
C3	50.00'	7 24' 41"	6.47'
C4	14.00'	34 07' 32"	8.34'
C5	14.00'	41 44' 36"	10.20'
C6	30.00'	26 14' 14"	13.74'
C7	30.00'	24 24' 07"	12.78'
C8	40.00'	66 39' 01"	46.99'