

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



July 21, 2010

File Number: G.10-06-017

Roxanne Namazi
Senior Civil Engineer
City of Davis
1717 Fifth Street
Davis, CA 95616

Re: General Order 88-B Request for Authority to Alter the Fifth Street Highway-Rail Crossing, CPUC Crossing No. 108AE-75.90, DOT No. 751231F, in the City of Davis, Yolo County

Dear Ms. Namazi:

This refers to your letter received by us on June 23, 2020 requesting authorization by the City of Davis (City), pursuant to Commission General Order (GO) 88-B, to alter an at-grade highway-rail crossing of the California Northern Railroad (CNRR) track in the City of Davis, Yolo County. The crossing is identified as Fifth Street Highway-Rail Crossing, CPUC Crossing No. 108AE-75.90, DOT No. 751231F.

The crossing is currently a single track crossing equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. At this location, Fifth Street is a four-lane city street running east/west, with two traffic lanes in each direction and sidewalks on both sides of the street. CNRR currently runs approximately 4 to 6 trains per day at 25 mph through the crossing.

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

- Restriping the existing four lane road to two travel lanes and two bicycle lanes (one each, in both directions) and a center turn lane. within the existing right of way
- Nineteen foot long, eight foot wide raised medians shall be installed on both sides of the crossing.
- The existing westbound Commission Standard 9 warning device shall be replaced with a new curb-mounted Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning device.
- All incandescent lights shall be replaced with LED light modules.
- Additionally, as discussed by phone with you on July 21, 2010, detectable warning tactile strips are to be placed on all sidewalk approaches to the crossing. Detectable warning to be

three feet in the direction of travel across the entire pedestrian pathway, with the edge nearest the tracks placed 1 – 2 feet in advance of the adjacent warning device, where present, but no closer than 12 feet from the nearest rail in all quadrants.

The City states in its GO88-B request letter that “The current road configuration does not include bike lanes. The restriping will accommodate bikes and will improve pedestrian safety. The installation of medians is intended to reduce the possibility of motorists driving around the gate arms.”

In addition to the requested items, Staff is recommending R8-8 “Do Not Stop on Tracks” signs be placed at the crossing to advise motorists not to stop on the tracks when in traffic. Because of the loss in capacity of the street/crossing due to the elimination of a traffic lane and the presence of nearby signalized intersections, it is more likely that traffic could build up back to the crossing, therefore warranting the additional signs. City judgment should be used to identify the most conspicuous location for the signs, which in some cases may be on the far side of the crossing (or both sides), or mounted in the medians.

Staff has investigated the City’s request, and finds it adequately addresses compliance and safety. As the City and CNRR 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 and attachments, and summarized above.

Temporary traffic controls shall be provided in compliance with section 8A.05, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CA MUTCD), 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 two 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, the Commission’s Rail Crossings Engineering Section (RCES) may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, CNRR shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/static/transportation/crossings/formg.htm> This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

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If you have any questions, please contact David Stewart at (916) 928-2515 or atm@cpuc.ca.gov .

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive style with a large, prominent "D" and "G".

Daren Gilbert, Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

C: Don Seil, CNRR