

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



July 13, 2011

File Number: G.11-06-002

Darryl Abansado
Director of Civil and Track Design
Sacramento Regional Transit District
2811 O Street
P.O. Box 2110
Sacramento, CA 95812

Re: General Order 88-B Request for Authority to Alter Watt Avenue Highway-Rail Crossing, CPUC Crossing No. 001AH-97.36, DOT No. 753620T in the County of Sacramento

Dear Mr. Abansado:

This refers to your letter dated June 15, 2011 and received by us on June 22, 2011 requesting authorization, pursuant to Commission General Order (GO) 88-B, to alter the at-grade crossing of Watt Avenue in the County of Sacramento (County). The crossing is identified as CPUC Crossing No. 001AH-97.36, DOT No. 753620T.

The crossing is currently a single track crossing equipped with two Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) and three Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices. There are also three sets of flashing light pairs on the face of the bridge structure facing southbound Watt Avenue. At this location, Watt Avenue is a nine-lane road running north/south. Sacramento Regional Transit District (SRTD) owns the track and Union Pacific Railroad (UPRR) operates over this crossing. Freight rail service at this crossing is approximately 2 trains per day at a maximum speed of 10 mph. SRTD trains are grade separated with the tracks over the roadway at this crossing.

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

- Restriping for a northbound Bus Rapid Transit (BRT) lane;
- Converting the existing #1 southbound lane into a northbound BRT lane;
- Widening Watt Avenue to the west and adding a new southbound travel lane;
- Installing an 8 foot, 6 inch wide raised median between the new northbound BRT lane and the southbound vehicular lanes;
- Installing a Commission Standard 9 warning device on the new median on the south side of tracks for the new northbound BRT lane;

- Relocating the existing southbound median mounted Standard 9 warning device to the new median;
- Installing a 12 foot wide bike path with a concrete panel crossing surface adjacent to the sidewalk on the east side of the crossing.
- Building a new 6 foot wide sidewalk across the tracks on the west side of the crossing;
- Installing a Commission Standard 8 (flashing light signal assembly) at the new sidewalk approach in the southwest quadrant of the crossing;
- Installing a Commission Standard 8 on the north side of the tracks adjacent to the new bikepath on the east side of the crossing;
- Installing Americans with Disabilities Act (ADA) compliant detectable warning tactile warning strips on all sidewalk and bike path approaches. The strips shall be placed across the entire width of the sidewalk/pathway a minimum of 12 feet from the nearest rail;
- Installing new pavement markings and signs as shown in the plans.

SRTD states in its GO88-B request letter that “The proposed work under this application is required as part of the construction of the Watt Avenue/US 50 Interchange Project. The modifications to the above-referenced crossings is necessary to complete the work proposed in the South Watt Area Transportation Study (SWATS). This grade crossing modification will increase pedestrian and bicycle crossing safety at the Watt Avenue grade crossing, and allow for a BRT lane, providing a transit option to the corridor to reduce congestion and, in turn, reduce the region’s air quality problems.”

Staff has investigated the SRTD’s request, and finds it adequately addresses compliance and safety. As the UPRR, the County and SRTD 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 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 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, the Commission’s Rail Crossings Engineering Section (RCES) may reevaluate the crossing prior to granting an extension.

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Within 30 days after completion of this project, the SRTD 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.

Upon completion of the project UP and SRTD should submit an updated FRA inventory form to the Federal Railroad Administration. CPUC requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

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 initial "D" and "G".

Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

C: Jim Smith , UPRR
Michael Penrose, County of Sacramento