

PUBLIC UTILITIES COMMISSION

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



September 1, 2016

File Number: XREQ 2016080007

Dan Shoeman
Chief, Planning & Program Division
County of Sacramento
906 G Street, Suite 510
Sacramento, CA 95814

SENT VIA E-MAIL

General Order 88-B Request for Authority to Alter Birkmont Drive Highway-Rail Crossing, CPUC Crossing No. 083E-18.52, DOT No. 926341D, in Sacramento County

Dear Mr. Shoeman:

This refers to your letter dated August 5, 2016, received by us on August 17, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Birkmont Drive at-grade crossing of Sacramento Regional Transit District (SRTD) track in Sacramento County (County). The crossing is identified as CPUC Crossing No. 083E-18.52, DOT No. 926341D.

The single track crossing is equipped with two curb mounted Commission Standard 9A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm), and one Commission Standard 8 (flashing light signal assembly) warning devices. The crossing is approximately 35 feet south of the signalized intersection of Birkmont Drive and Folsom Boulevard. SRTD runs approximately 60 light rail trains per day at a maximum speed of 55 mph over the crossing. The average daily traffic on Birkmont Drive is 4,100 vehicles.

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

- Widening the crossing to accommodate four northbound traffic lanes and two southbound traffic lanes. Northbound will consist of two left turn lanes, one through lane, and one right turn lane. Southbound will consist of two through lanes;
- Adding a bike lane in both approach directions;
- Constructing Americans with Disabilities Act (ADA) compliant sidewalks on both sides of Birkmont Drive through the crossing;
- Installing ADA compliant detectable warning tactile strips on all sidewalk approaches, located a minimum of 12 feet from the centerline of the track;
- Constructing curb and gutter on both sides of Birkmont Drive through the crossing;
- Constructing ADA compliant curb ramps in the southwest and northwest quadrants;
- Extending existing crossing surface panels with precast concrete panels as per plan.
- Constructing a 9 feet in width and approximate 470 feet in length non-mountable raised median on the south side of the crossing;

- Constructing a 9 feet in width and approximate 32 feet in length non-mountable raised median on the north side of the crossing;
- Replacing the existing northbound curb-mounted Commission Standard 9-A warning device with a new curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning device and a median mounted Commission Standard 9-A warning device;
- Replacing the existing southbound curb-mounted Commission Standard 9-A warning device with a new curb-mounted Commission Standard 9 and a median-mounted Commission Standard 9-A warning device;
- Installing one Commission Standard 8 in the northeast quadrant;
- Reconfiguring the traffic signals at the intersection of Birkmont Drive and Folsom Boulevard to accommodate the new roadway design including advanced pre-emption of 33 seconds; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including R8-8 "DO NOT STOP ON TRACKS", R10-6 "STOP HERE ON RED", and W10-1 advance warning signs, as shown on plans.

Commission's Rail Crossings and Engineering Branch (RCEB) staff has investigated the County's request, and finds it adequately addresses compliance and safety. As the County, City of Folsom, 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, attachments, and summarized above.

SRTD must ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CA MUTCD, 2014 Edition, 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 RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the County 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 Commission web site Form G page at <http://www.cpuc.ca.gov/Crossings>. This report may be submitted electronically to rceb@cpuc.ca.gov.

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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 blue ink, appearing to read "Anton Garabetian", with a large, sweeping flourish underneath.

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

(SENT VIA E-MAIL)

C: Darryl Abansado, SRTD
Mark Rackovan, City of Folsom

