

## PUBLIC UTILITIES COMMISSION

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



December 6, 2016

File Number: XREQ 2016100009  
Sacramento Street  
City of Vallejo, Solano County

Srinivas Muktevi  
Associate Civil Engineer/Project Manager  
City of Vallejo  
555 Santa Clara Street  
Vallejo, CA 94590

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Alter the Sacramento Street Grade-Separated Highway-Rail Crossing, CPUC Crossing No. 136A-1.45-A, in the City of Vallejo, Solano County.**

Dear Mr. Muktevi:

This refers to your letter, dated October 21, 2016, received by us on October 24, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission or CPUC) General Order (GO) 88-B, to modify the Sacramento Street, grade-separated, highway-rail crossing (crossing) in the City of Vallejo (City), Solano County, identified as CPUC Crossing No. 136A-1.45-A and Department of Transportation (DOT) No. to be assigned. The track is owned by the City and California Northern Railroad (CFNR) and Alstom have the operating rights over the track. The City will apply for a DOT Number.

The crossing is a four lane roadway structure traveling in the north/south direction between Indiana Street and Hichborn Street. No permanent rail operation exists on the line; however occasional trains deliver rail cars for repair to Alstom plant in Mare Island.

The new bridge will be a single span, cast-in-place pre-stressed slab measuring 71'-0" long supported on tall reinforced concrete abutment walls. The project proposes to provide an opening in the construction falsework to allow rail deliveries to Mare Island during construction.

The City temporarily will close the roadway during construction and build a temporary pedestrian bridge east of the crossing to remove it once construction is complete. As part of the project, the City requests a temporary pedestrian and vehicular bridge construction deviation from the vertical clearance requirements of GO 26-D, for an impaired clearance of 21 feet 6 inches above the top rail during construction. GO 26-D, Section 2.1, requires a minimum vertical clearance of 22 feet 6 inches. The bridge structure permanent vertical clearance will be 23 feet 4 inches.

The City's proposal to modify the crossing shall consist of the following alterations as indicated in its request letter and/or shown on its plans:

- Construct a temporary pedestrian bridge east of the existing vehicular bridge with a temporary impaired minimum vertical clearance of 21' - 6";



- Construct a replacement vehicular bridge with a temporary impaired vertical clearance of 21' - 6" and a final minimum vertical clearance of 23' - 4"; Install new permanent fencing; and
- Alstom shall provide the train schedule and railroad flagging during construction for the safety of the public, construction workers, train operators and train operations.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request by the City and finds it adequately addresses compliance and safety. The City may proceed with the alternations as described in its request letter and attachments, and summarized above. The City must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

The City shall provide temporary traffic controls in compliance with Section 8A.08, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CA MUTCD), 2014 Edition, published by the California Department of Transportation.

All parties shall comply with all applicable rules, including Commission GOs and the CAMUTCD. This project is statutory exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21080.13].

Pursuant to Commission Resolution SX-76 and Section 16.2 of GO 26-D, the City is granted a temporary deviation from GO 26-D, Section 2.1 and is authorized a temporary overhead clearance of not less than 21 feet 6 inches above the top of the highest rail to the lowest of point on the overhead pedestrian crossing and vehicular bridge structure during construction, including construction false work.

The City shall notify CFNR, Alstom, and the San Francisco Office of the Commission's Safety and Enforcement Division – Rail Operations Safety Branch (ROSB) and Rail Crossings and Engineering Branch at least 15 days but not more than 30 days in advance of the date when the City will create the temporary reduced vertical clearance. For the Commission, this notification may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

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 re-evaluate the crossing prior to granting an extension.

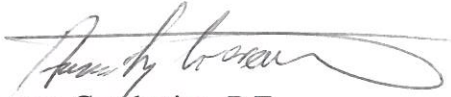
Within 30 days after completion of this project, the City shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

At the conclusion of the project, the City should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes.

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If you have any questions, please contact Daniellia Fristoe at (916) 928-2108 or [daniellia.fristoe@cpuc.ca.gov](mailto:daniellia.fristoe@cpuc.ca.gov).

Sincerely,

A handwritten signature in cursive script, appearing to read "Anton Garabetian".

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

CC:

David Kleinschmidt, City  
Daniel Keen, City

