

PUBLIC UTILITIES COMMISSION

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



June 28, 2021

File Number: XREQ2021060004
Soscol Avenue
City of Napa, County of Napa

Rosa Corona
Assistant Engineer
City of Napa
1600 First Street, P.O. Box 660
Napa, CA 94559

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the Soscol Avenue At-Grade Highway-Rail Crossing, CPUC Crossing No. 087-69.90 and DOT Crossing No. 751364X, in the City and County of Napa.

Dear Ms. Corona:

This refers to your letter dated May 24, 2021, received by us on June 11, 2021, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Soscol Avenue at-grade highway-rail crossing (crossing) of the Napa Valley Railroad (NVR) track, in the City of Napa (City), County of Napa. The crossing is identified as CPUC Crossing No. 087-69.90 and DOT Crossing No.751364X.

The single-track crossing is equipped with two median-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) and two curb-mounted Commission Standard 9-A (Commission Standard 9 and additional flashing light signals over the roadway on a cantilevered arm) warning devices. The track is aligned in a northwesterly-southeasterly direction. Soscol Avenue is a four-lane road running in the north-south direction. The NVR operates four passenger trains per day at a maximum speed of 25 miles per hour through the crossing. The average daily vehicle traffic across the crossing is 21,753.

The Commission Rail Safety Division's Rail Crossing and Engineering Branch (RCEB) approved XREQ 2020070008 dated July 28, 2020, for Soscol Avenue new pedestrian/bicycle pathway and the installation of two Commission Standard 8 (flashing light signal assembly) warning devices in addition to the existing warning devices. Since the approval of XREQ 2020070008, City made a minor modification to the pedestrian/bicycle pathway alignment due to a design conflict between the pathway and an existing retaining wall/fence, south of the crossing.

The proposed alterations, as indicated in City's request letter and/or shown on the plans, shall consist of:

- Installing a pedestrian pathway in the northwest and southwest quadrants. The distance between the edge of pathway and the centerline of the railroad tracks shall be a minimum of 8.8 feet.

- Installing aggregate base between the concrete railroad panels and edge of pathway to encourage pedestrian/bicycles to stay on pathway.
- Installing two Commission Standard 8 warning devices; one each in the northwest and southwest quadrants.
- Installing fence in the northwest quadrant a minimum of 8.5 feet to centerline of the railroad tracks to channelize pedestrians.
- Installing fence in the southwest quadrant to channelize pedestrians.
- Installing Americans with Disabilities Act compliant detectable warning strips in the northwest and southwest quadrants.
- Applying the California Manual on Uniform Traffic Control Devices (CAMUTCD) compliant signage and pavement markings, including W10-1, and “RXR” and railroad limit pavement markings.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by the City and finds it adequately addresses compliance and safety. As NVRR and the City (Parties) agree to the design and apportionments of the cost under the provisions of GO 88-B, the City may proceed with the alterations as described in its request letter and attachments and summarized above. The City must complete all of the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

NVRR must ensure that Emergency Notification System signs are installed to comply with Title 49 Code of Federal Regulations, Section 234.309.

The City shall provide temporary traffic controls in compliance with Section 8A.08, Temporary Traffic Control Zones of the 2014 CAMUTCD, published by the California Department of Transportation.

All Parties shall comply with all applicable rules, including Commission General Orders and the latest version of the CAMUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21084].

Within 45 days prior to the scheduled cutover date, NVRR shall notify RCEB of the approximate schedule for the signal cutover. Notification can be made to rceb@cpuc.ca.gov and the local RCEB utilities engineer.

At the conclusion of the project, NVRR must submit an updated electronic inventory form (Form F6180.71) to the Federal Railroad Administration reflecting the changes. The Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years.

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. Form G requirements can be obtained at the Commission’s website at

<http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to 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 reevaluate the crossing prior to granting an extension.

If you have any questions, please contact Daniellia Fristoe at (916) 217-6829 or email at daniellia.fristoe@cpuc.ca.gov.

Sincerely,



Anton Garabetian, P. E.
Program Manager
Rail Crossings and Engineering Branch
Rail Safety Division

Cc:

Anthony Giaccio, NVRR
Rosalba Ramirez, City