



Donna Mullens <donna.mullens@edcgov.us>

Trail signs removed from SPTC

1 message

Jackie Neau <jackieno@gmail.com>

Wed, Feb 11, 2015 at 5:20 AM

To: Vickie Sanders <vickie.sanders@edcgov.us>, Donna Mullens <donna.mullens@edcgov.us>

Cc: Michael Kenison <mikejken@yahoo.com>

Dear Vickie,

Attached you will find reports from CPUC to El Dorado Western & PSVRR from site visits in 2009 and 2011, prior to any rail activity in these areas. Please note, in both reports, there are pictures of trail signs. These signs have been removed from the corridor.

1. I would like to know why these signs were not reinstalled at their locations 10 feet from the rail bed?
2. I would like to know where they are now. Two of the posts are heavy duty wood posts from the county. They could be utilized on the corridor now. The signs could also be reused.
3. I would like an inventory of everything removed from the corridor. We could possible repurpose items, adding character to the corridor and saving money.

Thank you,
Jackie

2 attachments

**CPUC memo to EDWRR.doc**

902K

**CPUC memo to PSVR.doc**

727K

Memorandum

Date: 4/15/11

To: James Ware, Director, County of El Dorado, Department of
Transportation
John Segerdell, CEO, SPTC-JPA

Cc: Eric Olds, V.P. Planning and Operations, Placerville & Sacramento
Valley Railroad, Inc.

From: David Stewart, California Public Utilities
Commission

File No:

Subject Rail Corridor Review – Shingle Springs to El Dorado
:

This memo summarizes my observations and recommendations from the rail speeder excursion between Shingle Springs and El Dorado on April 7, 2009.

The trip covered approximately 6 track miles in each direction, crossed 5 public at-grade crossings, and numerous private crossings.

These notes refer solely to rail speeder use. Safety measures that apply to speeders may not apply to trains. Reintroducing full size trains to the line will require further investigation by CPUC staff. Also present on the trip were representatives of the Eldorado Western Rail group.

Public At-Grade Crossings current conditions (See Commission General Order (GO) 75-D):

Shingle Springs Drive (001AH-137.90) – No Commission Standard warning devices.

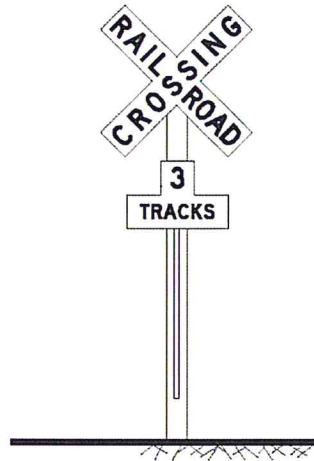
Greenstone Road (001AH-140.50) – 2 Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices. Currently inoperable.

Davidson Road (001AH-141.30) – No Commission Standard warning devices.

Mother Lode Drive (001AH-141.70) – 2 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 devices. Currently inoperable.

El Dorado Road (001AH-142.20) – No Commission Standard warning devices.

At a minimum, Shingle Springs Drive, Davidson Road, and El Dorado Road must be equipped with a Commission Standard 1-R (crossbuck sign on a post) in each travel direction.



CPUC Standard 1-R

All 5 crossings must also have W10-1 advance warning signs, pavement markings, and STOP bars on both approaches as specified in Part 8 of the California Manual on Uniform Traffic Control Devices.



W10-1

All the private crossings need to be marked with no less than a CPUC Standard 1-X Private crossing sign and a STOP sign on both approaches.





CPUC Standard 1-X

Standard procedure for the rail speeder operation is for the speeders to stop prior to each public rail crossing. Two flagmen are then placed along the road in advance of the crossing in both traffic directions. The furthest out carries a SLOW sign and the flagger at the crossing carries a STOP sign. A fifth person stationed at the crossing signals the speeders to proceed once traffic is safely stopped. This procedure was used at each public crossing and one private crossing where approach visibility was very poor. This looked to be an efficient and safe operation.

Signs for the El Dorado Trail posted on the Right of Way at the public at-grade road crossings currently present a serious safety concern.





Commission staff is aware of the El Dorado Trail path that parallels the tracks along a majority of the rail corridor. The path is generally separated from the tracks by 10 feet or more and does not pose a serious safety hazard to rail speeder operations.. However, that path is not clearly evident in the area of the trail markers. The current placement of these signs seems to denote that the tracks and the ROW are the El Dorado Trail. As seen in the pictures, there is no obvious choice for trail users other than the tracks and the directly adjacent ROW.

Also, GO 26-D specifies that these signs shall not be placed closer than 8' 6" from the centerline of the track.

The signs need to be relocated to comply with GO 26-D and equipped with additional signage informing users to not walk on or near the tracks and directing them to the trailhead.

All work must be documented and a CPUC Standard Form G (Report of Changes at Highway Grade Crossings and Separations) must be submitted when any changes at the crossing are made or any authorized work is completed. The Form G may be submitted electronically to rces@cpuc.ca.gov as outline on the commission's web site Form G page at:

(<http://www.cpuc.ca.gov/static/transportation/crossings/formg.htm>)

Please contact me at (916) 928-2515 with any questions.

Thank you,

David Stewart
Utilities Engineer
Consumer Protection and Safety Division
Rail Crossings Engineering Section

Memorandum

Date: 4/27/11

To: James Ware, Director, County of El Dorado, Department of Transportation
John Segerdell, CEO, SPTC-JPA
Keith Berry, El Dorado Western Railroad

Cc:

From: David Stewart, California Public Utilities Commission

File No:

Subject Rail Corridor Review – El Dorado to Missouri Flat Road
:

This memo summarizes my observations and recommendations from the rail speeder excursion with representatives of the El Dorado County Historical Museum, El Dorado County Historical Railroad Park, and the El Dorado Western Railroad between El Dorado and Missouri Flat Road on April 22, 2011.

The trip covered approximately 2 track miles in each direction, crossed 2 public at-grade crossings, and one private crossing.

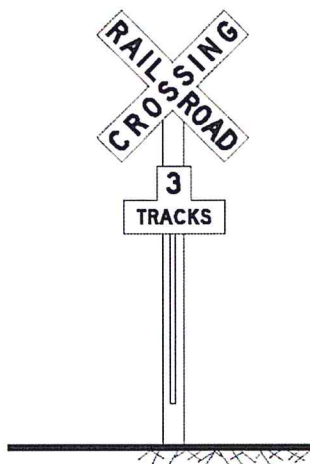
These notes refer solely to rail speeder use. Safety measures that apply to speeders may not apply to trains. Reintroducing full size trains to the line will require further investigation by CPUC staff.

Public At-Grade Crossings current conditions (See Commission General Order (GO) 75-D):

Blanchard Road (001AH-143.50) – No Commission Standard warning devices.

Forni Road (001AH-144.00) – No Commission Standard warning devices.

At a minimum, both Blanchard Road and Forni Road must be equipped with a Commission Standard 1-R (crossbuck sign on a post) in each travel direction.



CPUC Standard 1-R

Both crossings must also have W10-1 advance warning signs, pavement markings, and STOP bars on both approaches as specified in Part 8 of the California Manual on Uniform Traffic Control Devices.



W10-1

The private crossing needs to be marked with no less than a CPUC Standard 1-X Private crossing sign and a STOP sign on both approaches.





CPUC Standard 1-X

Standard procedure for the rail speeder operation is for the speeders to stop prior to each public rail crossing. A flagman is then placed along the road in advance of the crossing in both traffic directions. A third person (Conductor) stationed at the crossing, signals the speeders to proceed once traffic is safely stopped. This procedure was used at each public crossing and the private crossing. This looked to be an efficient and safe operation.

As seen in the picture, the crossing surface at Blanchard Road is in poor condition.



Blanchard Road (crossing surface and trail head sign)

The Commissions GO 72-B lists the rules governing the maintenance of at-grade rail crossings:

VII Maintenance of Crossing in Track Area:

It shall normally be the responsibility of each railroad corporation to maintain the crossing area between lines two (2) feet outside of the rails of each track.

VIII Maintenance of Approaches:

It shall ordinarily be the responsibility of the political subdivision having jurisdiction over the roadway to maintain the approaches and those portions of the crossing not included under railroad responsibility above.

The crossing surface at Blanchard Road need to be repaired as soon as possible and before regular rail excursions start up.

Signs for the El Dorado Trail posted on the Right of Way at the public at-grade road crossings currently present a serious safety concern.



Pathway at Missouri Flat Road (looking west toward end of tracks)

Commission staff is aware of the El Dorado Trail path that parallels the tracks along a majority of the rail corridor. The path is generally separated from the tracks by 10 feet or more and does not pose a serious safety hazard to rail speeder operations. However, that path is not clearly evident in the area of the trail markers. The current placement of these signs seems to denote that the tracks and the ROW are the El Dorado Trail. As seen in the picture, the sign at Missouri Flat Road seems to direct people along the tracks instead of directing them to the safer choice along the dirt path to the left. Staff was informed that the current end of tracks will be extended to approximately where the trail head sign is shown in the picture.

The sign at Blanchard Road gives no obvious choice for trail users other than the tracks and the directly adjacent ROW.

Also, GO 26-D specifies that these signs shall not be placed closer than 10' from the centerline of the track.

The signs need to be relocated to comply with GO 26-D and equipped with additional signage informing users to not walk on or near the tracks and directing them to the trailhead.

Since the El Dorado Western and PSVR will eventually be operating on overlapping segments of rail, CPUC staff recommends that an operating agreement be put in place to coordinate both parties' activities and assure safety on the tracks at all times.

All work must be documented and a CPUC Standard Form G (Report of Changes at Highway Grade Crossings and Separations) must be submitted when any changes at the crossing are made or any authorized work is completed. The Form G may be submitted electronically to rces@cpuc.ca.gov as outline on the commission's web site Form G page at:
(<http://www.cpuc.ca.gov/static/transportation/crossings/formg.htm>)

Please contact me at (916) 928-2515 with any questions.

Thank you,

David Stewart
Utilities Engineer
Consumer Protection and Safety Division
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