



# PARKWAY BLVD RAIL SAFETY OVERCROSSING



## Project Summary

Construct a new “complete street” grade-separated railroad overcrossing at Parkway Blvd.

Dixon Producing 1,587 Housing Units



## Project Need

Safety is the top priority in Solano County. With the reality of more than one thousand new families moving into Dixon by 2025, it is imperative that decision-makers are pro-active in our safety solutions. With continuous development over the past decade, the Parkway Blvd Rail Safety Project will provide a vital safety connection over a highly used passenger and freight rail corridor.

The project is needed for the following reasons:

- By 2025, Dixon producing 1,587 housing units, providing homes for approximately 5,000 people and growing Dixon’s population by 25%.
- *Dixon has no existing grade separated rail crossings.*
- History of rail safety issues, with Dixon recording two fatalities over the past 10 years.
- Community is bisected by the railroad with over 40 trains per day traveling up to 79 mph. This results in unacceptable risk to large residential areas due to restricted emergency vehicle access.
- Limited emergency access and evacuation routes in Dixon.

Dixon At-Grade Railroad Crossings



## Project Benefits

Parkway Blvd Rail Safety Project will provide an invaluable new grade-separated east-west connection in Dixon, where none currently exist. The benefits of this project are broad ranging and include:

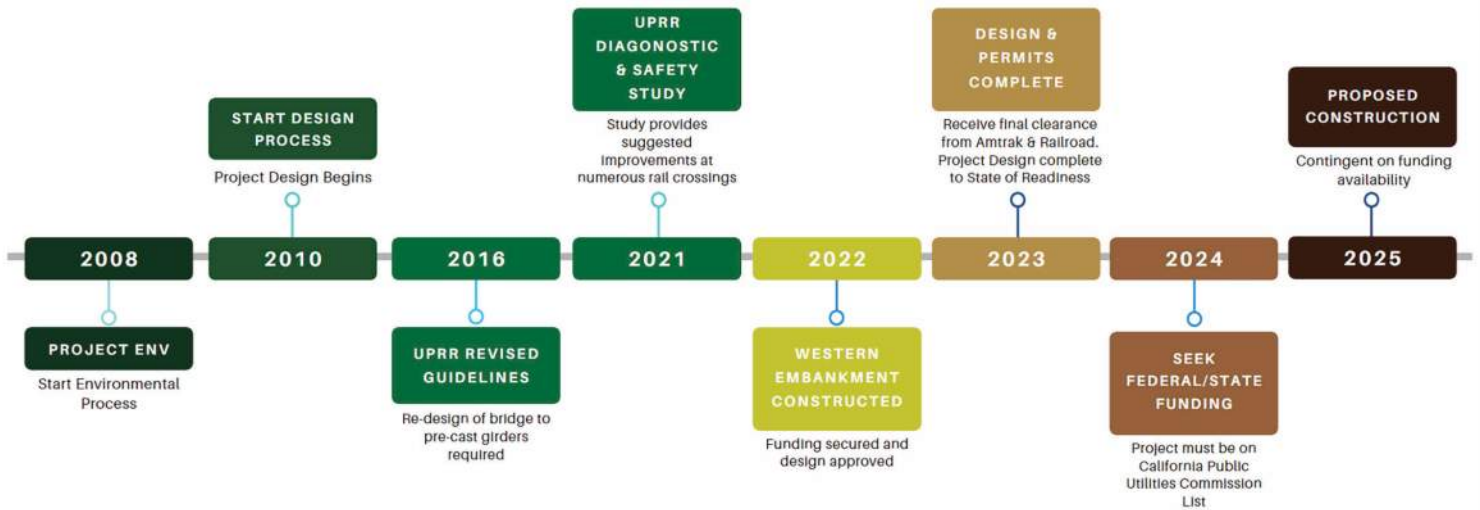
- Decrease deaths and injury at rail crossings.
- Improves emergency response time.
- Creates new safe rail crossing for bikes/peds.
- Facilitates new housing opportunities to address housing crisis.
- Opportunity to close an existing at-grade crossing at Pitt School Rd.
- Underground PG&E transmission & distribution lines.
- Supports Capital Corridor improvements and future High Speed Rail.

Proposed New Safety Crossing





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## Project Cost Estimates

<b>City Funds Committed To Date</b>	<b>\$6.3M</b>
<b>Estimated Remaining Costs</b>	
Planning/Environmental	\$2.3M
Plans, Spec, & Engineering	\$1.5M
Right of Way/Land Acquisition	\$0.5M
Construction	\$30.2M
<b>TOTAL REMAINING COST</b>	<b>\$34.5M</b>



## Projected Funding

### EXISTING FUNDING

Local Transportation Impact Fees	\$6M
Regional Transportation Impact Fee	\$3.8M

**PROJECTED FUNDING** **\$9.8M**

**TOTAL PROJECT COST: \$40.8M**  
**PROJECT SHORTFALL: \$24.7M**

