

Decision 95-07-040 July 19, 1995

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of Roseville	)	
for authority to construct a new grade	)	Application 95-01-058
separation (Crossing No. C108.25) on the	)	(Filed January 30, 1995)
new Washington Boulevard Bike Path	)	
under the Southern Pacific Transportation	)	
Company's railroad tracks in the City	)	
<u>of Roseville, Placer County.</u>	)	

**ORIGINAL**

O P I N I O N

The City of Roseville (City) requests authority to construct the Washington Boulevard Bike Path (Class I), at separated grades, under the main line track of the Southern Pacific Transportation Company (SPT) in Roseville, Placer County.

The proposed bike path will provide passage under the SPT C-line for bicyclists/pedestrians. At present, the nearby Washington Boulevard Underpass serves as a vehicular crossing. However, the narrow passage and high speed at this underpass does not facilitate bicyclists or pedestrians. The Washington Boulevard Bike Path Underpass is proposed to provide needed access across the SPT C-line for bicyclists and pedestrians within the vicinity. The bike path project is consistent with the City of Roseville Bikeway Master Plan.

City is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Sections 21000, et. seq. After preparation and review of an Initial Study, City issued a Negative Declaration. A Notice of Determination was filed with the County Clerk of Placer on October 20, 1994, which found that "the project will not have a significant environmental effect...".

The Commission is a responsible agency for the project under CEQA and has reviewed and considered the lead agency's Initial Study and Negative Declaration.

The site of the proposed project has been inspected by the Commission's Safety and Enforcement Division Traffic Engineering staff. The staff examined the need for and safety of the proposed crossing and recommends that the sought authority be granted.

Application 95-01-058 meets the filing requirements of the Commission's Rules of Practice and Procedure, including Rule 38 which relates to the construction of a public road, highway, or street across a railroad. A sketch of the crossing project area is set forth as Appendix A.

Findings of Fact

1. Notice of the application was published in the Commission's Daily Calendar on March 28, 1995. No protests have been received.
2. City requests authority, under Public Utilities Code Sections 1201-1205, to construct the Washington Boulevard Bike Path (Class I) at separated grades under the main line track of SPT in Roseville, Placer County.
3. City is the lead agency for this project under CEQA, as amended.
4. Public convenience, necessity, and safety require construction of the proposed bike path at separated grades.
5. The Commission is a responsible agency for the project and has reviewed and considered the lead agency's Initial Study and Negative Declaration.
6. The project will not have a significant environmental effect.

Conclusions of Law

1. The application is uncontested and a public hearing is not necessary.

2. The application should be granted as set forth in the following order.

O R D E R

IT IS ORDERED that:

1. The City of Roseville (City) is authorized to construct the Washington Boulevard Bike Path (Class I), at separated grades, under the main line track of the Southern Pacific Transportation Company (SPT) in Roseville, Placer County, at the location and substantially as shown on plans attached to the application and Appendix A of this order, to be identified as Crossing 001C-108.25-BD.

2. Clearances shall be in accordance with General Order (GO) 26-D.

3. Walkways shall conform to GO 118. Walkways adjacent to any trackage subject to rail operations shall be maintained free of obstructions and shall be promptly restored to their original condition in the event of damage during construction.

4. Construction plans of the proposed crossing, approved by SPT, together with a copy of the agreement entered into between the parties, shall be filed by City with the Commission's Safety and Enforcement Division prior to commencing construction.

5. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties. A copy of the agreement shall be filed with the Commission's Safety and Enforcement Division prior to commencing construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

6. Within thirty (30) days after completion of the work under this order, City shall advise the Commission's Safety and Enforcement Division in writing that the authorized work has been completed.

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7. This authorization shall expire if not exercised within three (3) years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

8. The application is granted as set forth above.  
This order becomes effective thirty (30) days from today.

Dated JULY 19 1995 at San Francisco, California.

DANIEL Wm. FESSLER

President

P. GREGORY CONLON

JESSIE J. KNIGHT, JR.

HENRY M. DUQUE

Commissioners

I CERTIFY THAT THIS DECISION  
WAS APPROVED BY THE ABOVE  
COMMISSIONERS TODAY

*Wesley Frank...*  
Acting Executive Director

**GENERAL NOTES:**

Design: "California Bridge Design Specifications"  
 "American Railway Engineering Association Manual"  
 for railway engineering 1994 edition.

Live load: Cooper E-80 with Impact.

Soils:

- Tunnel earth pressures for two conditions
- 1. 120 LB/CF vertical, 40 LB/CF horizontal
- 2. 120 LB/CF vertical, 120 LB/CF horizontal

Retaining wall earth pressure = 120 LB/CF vertical 40 LB/CF horizontal

Soil type 2, allowed soil bearing pressure = 4 ksi

Reinforced concrete:

Fy = 60,000 psi grade 60  
 Fc = 4,000 psi @ 28 days,  
 cement content in (LBS) 650 min, 800 max.

**Notes:**

1. All construction joints shall be approved by the engineer and have a waterstop installed continuous across the joint.
2. Fluorescent lighting fixtures spacing shall not exceed 18'-0".
3. Horizontal handrail dimensions shown are minimums.
4. Maximum handrail post-spacing shall not exceed 8'-0".
5. Design and construction of any temporary shoring required shall be in conformance with Southern Pacific Lines "Guidelines for Design of Shoring in Connection with Highway Grade Separation Construction", latest edition.
6. As approved by the engineer, reinforcement interfering with pull boxes may be moved.

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