

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



July 22, 2010

File No. G1006014 / 091-30.80-B, 091-31.70-B

Patrick M. Coggins, Senior Right of Way Agent
Right of Way Acquisition Services
Department of Transportation
Division of Right of Way
P.O. Box 23440 – MS 11A
Oakland, CA 94623-0440

Re: General Order 88-B Request for Authority to Alter State Route 84 at two Grade-Separated Highway-Rail Crossings: Rosewarnes Underpass, CPUC Crossing No. 091-30.80-B, DOT No. 749791M and Farwell Underpass, CPUC Crossing No. 091-31.70-B, DOT No. 749792U, in or near City of Fremont, County of Alameda.

Dear Mr. Coggins:

This refers to your letter dated June 17, 2010 and received by us on June 18, 2010 requesting authorization pursuant to California Public Utilities Commission General Order (GO) 88-B to alter State Route 84 at two grade-separated highway-rail crossings under track of the Pacific Locomotive Association, Inc. (PLA) in the City of Fremont and County of Alameda (County). The railroad right-of-way is owned by the County. The crossings are identified as:

SR 84 – Rosewarnes Underpass, CPUC Crossing No. 091-30.80-B, DOT No. 749791M

SR 84 – Farwell Underpass, CPUC Crossing No. 091-31.70-B, DOT No. 749792U

State Route 84 crosses beneath 1 track of the PLA at each location. State Route 84 is an Urban Principal Arterial that runs roughly east-west with one lane in each direction. The railroad track crosses above the roadway at roughly a 45 degree skew at both locations. A few tourist/excursion trains per week operate along the track at 10 MPH or less. State Route 84 is estimated to carry 9600 vehicles per day and has a posted speed limit of 45 MPH. There are no pedestrian facilities along the roadway.

The request letter states that the project will widen and lower the roadway at the Rosewarnes Underpass, and lower the roadway at the Farwell Underpass. The railroad structures will not be modified. At the Rosewarnes Underpass new traffic lanes and roadway shoulders will be constructed for northbound traffic and the current roadway will be lowered to provide greater vertical clearance and will be designated for southbound traffic. The project will improve safety

by separating northbound and southbound lanes at the Rosewarnes Underpass, and by increasing vertical clearance at both locations. The plans attached to the request show that lanes will be 12 feet wide, shoulder will be 8 feet wide, and vertical clearance between the roadway and railroad bridge above will be at minimum 15 feet.

The proposed alterations as indicated in the request letter, and/or shown in the attachments consist of:

- Widen and lower the roadway at Rosewarnes Underpass
- Lower the roadway at the Farwell Underpass

Caltrans states that no alterations to the railroad structures are proposed as part of this project.

Staff has investigated Caltrans' request, and finds it adequately addresses compliance and safety. As Caltrans and the County (also representing PLA) are in agreement as to the design and apportionment of cost, under the provisions of GO 88-B you may proceed with the modifications as described in your request letter and attachments and summarized above.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the CA MUTCD, published by Caltrans.

All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

Railroad crossing modification projects are often categorically exempt from the requirements of the California Environment Quality Act of 1970 (CEQA), as amended [California Public Resources Code (PRC) 21084]. Modification/reconstruction of an existing grade separation is statutorily exempt from CEQA under PRC 21080.13. Additionally, the overall project titled "Route 84 Safety Improvement Project" was determined by Caltrans to not have a significant effect on the environment. Caltrans issued a Negative Declaration dated June 16, 2006. The Federal Highway Administration issued a Finding of No Significant Impact dated June 30, 2006.

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 this office, 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, the Commission's Rail Crossings Engineering Section (RCES) may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, Caltrans shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

Patrick Coggins, Caltrans
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If you have any questions, please contact Kevin Schumacher at (415) 703-1208 or shk@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive style with a large initial "D" and "G".

Daren Gilbert, Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

CC:

Rory MacNeil, Senior Right of Way Agent
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