

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



March 5, 2012

File Number: G.12-02-005

Gary Grunwald
Senior Project Manager
City of Elk Grove
8401 Laguna Palms Way
Elk Grove, CA 95758

Re: General Order 88-B Request for Authority to Alter the Grant Line Road Highway-Rail Crossing, CPUC Crossing No. 001BEL-53.94 (formerly No. 001D-121.00), DOT No. 752746W in the City of Elk Grove, Sacramento County

Dear Mr. Grunwald:

This refers to your letter dated January 27, 2012 and received by us on February 1, 2012 requesting authorization pursuant to Commission General Order (GO) 88-B to grade-separate the existing at-grade highway-rail crossing of the Union Pacific Railroad Company (UPRR) track in the City of Elk Grove (City), Sacramento County. The crossing is identified as Grant Line Road Highway-Rail Crossing, CPUC Crossing No. 001BEL-53.94 (formerly No. 001D-121.00), DOT No. 752746W.

The crossing is currently a double track crossing equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. At this location, Grant Line Road is a two-lane road running east/west. UPRR currently runs approximately 24 freight trains per day and Amtrak runs approximately 4 passenger trains per day on this track.

The City states in its GO88-B request letter that "Grant Line Road is the southern most arterial roadway in the City of Elk Grove and serves as a regional connection between the Cities of Elk Grove, Folsom, and El Dorado County. It provides close access to State Route 99 and in the future will provide direct access to the Elk Grove Mall. The land use in the vicinity of the Grant Line Road/UPRR crossing is a mix of industrial, residential, and agriculture, and development is anticipated to increase traffic demands on this roadway. Traffic would no longer be delayed at an at-grade railroad crossing that serves approximately 24 trains daily, which directly translates into a reduction of vehicle emissions from vehicles idling while the crossing arms are down. Train conflicts with bicyclists and pedestrians will also be eliminated, which will become increasingly important with future development, including the mall."

During construction, the City is requesting a temporary impaired vertical clearance of 21 feet. Commission General Order (GO) 26-D, Section 2.1, requires a minimum vertical clearance of 22 feet 6 inches. The City requests a temporary deviation from the vertical clearance requirements of GO 26-D. The Rail Crossings Engineering Section (RCES) of the Commission's Consumer

Protection and Safety Division contacted UPRR regarding the temporary deviation, and their representative indicated they do not oppose the request. The minimum permanent vertical clearance above top of rail will be 24 feet.

The City states in its GO88-B request letter that “Traffic will remain on the existing roadway while the proposed bridge is being constructed. The existing crossing warning devices will remain in place and operational during this phase of construction. Once the bridge is completed, all traffic will be moved onto the bridge while the rest of the roadway approaches are constructed. The construction will include advance warning signs, channelizers, temporary railing (Type K), and temporary crash cushions along the roadway. All traffic control devices will be in compliance with Part 6 of the California Manual on Uniform Traffic Control Devices.”

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

- Constructing the grade separated structure adjacent to the existing at-grade crossing.
- The existing at-grade crossing will remain open while the overhead structure is constructed.
- The at-grade crossing and its approaches will be removed when the grade separation is put into service.

The overpass will be identified as CPUC Crossing No. 001BEL-54.00-A, DOT No. 924198N.

Staff has investigated the City’s request, and finds it adequately addresses compliance and safety. As the City and UPRR are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, you may proceed with the improvements as described in your request letter and attachments, and summarized above.

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

This project is statutorily exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Pubic Resources Code 21080.13].

Pursuant to Commission Resolution SX-76 and Section 16.2 of General Order (GO) 26-D, the City is granted a temporary deviation from GO 26-D, Section 2.1 and is authorized a temporary overhead clearance of not less than 21 feet above the top of the highest rail to the lowest of point on the overhead structure, during the period of construction of the Grant Line Road structure, CPUC Crossing No. 001BEL-54.00-A, DOT No. 924198N in the City of Elk Grove, Sacramento County.

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 the at-grade crossing is removed, UPRR 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*. Also, within 30 days after final completion of this project, the City shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G. 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.

Upon completion of the project, UPRR should submit an updated FRA inventory form to the Federal Railroad Administration. CPUC requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

If you have any questions, please contact David Stewart at (916) 928-2515 or atm@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive, slightly slanted style.

Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

C: Jim Smith
Manager Industry and Public Projects
UPRR
9451 Atkinson Street
Roseville, CA 95747