

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>th</sup> Street, Suite 500  
Los Angeles, CA 90013



September 15, 2016

File Number: XREQ 2016080005

Alice Atherton  
Associate Civil Engineer  
Placer County, Public Works and Facilities Department,  
Roadway and Bridge Engineering  
3091 County Center Drive, Suite 220  
Auburn, CA 95603

**Re: General Order 88-B Request for Authority to Alter the Bowman Road (North Bridge) Overhead Grade-Separated Highway-Rail Crossing, CPUC Crossing No. 001AI-128.50-A and DOT No. 753216K in the County of Placer.**

Dear Ms. Atherton:

This refers to your letter received by us via email on August 1, 2016, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Bowman Road overhead grade-separated highway-rail crossing (crossing) of a Union Pacific Railroad (UPRR) track in the County of Placer (County). The crossing is identified as CPUC Crossing No. 001AI-128.50-A and DOT No. 753216K. It is located within the city limits of the City of Auburn; however, it is under the jurisdiction of the County. The crossing is less than a mile north of another overhead grade-separated crossing, Bowman Road Overhead (South Bridge), on Bowman Road.

The proposed project involves the rehabilitation or repair of the existing Bowman Road Overhead (North Bridge), a two-lane roadway over a UPRR track. The overhead rehabilitation or repair work will include: repairing the bridge deck, improving the seismic safety, strengthening the overall structure, and providing improved accommodations for pedestrians and bicyclists crossing the bridge. The repaired roadway will have two shoulders, 4 and 5 foot wide, a 5 foot wide sidewalk, and two 12 foot traffic lanes.

Permanent horizontal and vertical clearance requirements between the track and roadway will not be altered during project work. All roadway work shall also comply with the horizontal and vertical clearance requirements as per the Commission's GO 26-D. All temporary horizontal and vertical clearances will conform to the minimum construction clearance envelope per UPRR guidelines.

The proposed alterations, as indicated in the County's request letter and/or shown on the plans, shall consist of:

- Repairing the bridge deck;
- Widening the overhead roadway to provide shoulders and a sidewalk,
- Strengthening the external girders;

- Installing necessary seismic improvements to prevent collapse in the event the overhead is subjected to a substantial earthquake;
- Installing approximately 150 feet of pier (bridge support structure) protection per UPRR requirements as mitigation for impacts on the UPRR right-of-way; and
- Establishing a temporary minimum vertical clearance exception of 21 feet-6 inches during all phases of construction over the UPRR track;

As part of the GO 88-B request, the County attached a Notice of Exemption (NOE) dated March 1, 2013 for this project. In the NOE, it states amongst other reasons, the project is exempt from the California Environmental Quality Act (CEQA) of 1970, as amended, because: "A Natural Environment Study (NES) was performed on the bridge. The study concluded that this project has no project level impacts that are expected to occur, and also, the proposed project would not contribute to a cumulative effect on any plant or wildlife species." Based on this information and the fact that this project is a modification of an existing grade-separated crossing, this project is exempt from the requirements of the California Environmental Quality Act of 1970, as amended. [California Public Resources Code §21080.13].

RCEB staff has investigated the request by the County, and finds it adequately addresses compliance and safety. As the County and UPRR (Parties) are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the County may proceed with the improvements as described in its request letter and attachments, and summarized above.

All Parties shall comply with all applicable rules, including other Commission General Orders and the latest version of the California Manual on Uniform Traffic Control Devices (CAMUTCD). Temporary traffic controls shall be in compliance with the latest version of the CAMUTCD and detour plans as agreed to by the Parties.

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. A written request for a time extension must include concurrence letters by interested Parties in support of the time extension. If an extension is requested, RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the County shall notify RCEB 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 at <http://www.cpuc.ca.gov/crossings/>. This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

At the conclusion of the project, the County must submit an updated electronic inventory form (Form F6180.71) to the Federal Railroad Administration, reflecting the changes. The Commission requests a concurrent copy of the updated inventory form be submitted to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

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If you have any questions, please contact Marvin Kennix at (916) 928-3809 or email at [mlk@cpuc.ca.gov](mailto:mlk@cpuc.ca.gov).

Sincerely,

 Kevin Yoder for Anton Garabetian

Anton Garabetian, P. E.  
Program and Project Supervisor  
Rail Crossings and Engineering Branch  
Safety and Enforcement Division

Cc: Kevin Yoder