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PUBLIC UTILITIES COMMISSION

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March 15, 2010

File Number: G.10-03-002

Kevin Boles, Construction Manager
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Re: GO 88-B Request for Authority to Alter the Scott Street Highway-Rail Crossing, CPUC Crossing No. 105E-10.60, DOT No. 754867B in the City of San Bruno, San Mateo County.

Dear Mr. Boles:

This refers to your letter dated March 8, 2010 and received by us on March 9, 2010 requesting authorization pursuant to Commission General Order (GO) 88-B to alter an at-grade highway-rail crossing of the Peninsula Corridor Joint Powers Board (JPB) track in the City of San Bruno (City), San Mateo County. The crossing is identified as the Scott Street Highway-Rail Crossing, CPUC Crossing No. 105E-10.60, DOT No. 754867B.

The Scott Street crossing is currently a double-track crossing on the Caltrain mainline, and is equipped with one Commission Standard 9 warning device (flashing light signal assembly with automatic gate arm), one Commission Standard 9 warning device with a pedestrian gate mounted on the rear, and one Commission Standard 9 pedestrian warning device. The JPB operates 90 passenger trains per day over this crossing and Union Pacific Railroad (UPRR) operates approximately four freight trains per day over this crossing.

The JPB states in its GO88-B request letter that "The relocation of the tracks is necessary to accommodate the San Bruno Grade Separation Project proposed just south of the Scott Street crossing."

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

- Relocation of the existing two tracks approximately 15 feet to the west of their current locations.
- Relocation of the Commission Standard 9 warning device in the northeast quadrant to 15 feet from the centerline of the tracks.
- Relocation of the Commission Standard 9 warning device in the southwest quadrant to 16 feet from the centerline of the tracks.

- Installation of two additional pairs of flashing lights on the Commission Standard 9 warning device in the southwest quadrant; one each pointed at northbound and southbound Herman Street.
- Relocation of the Commission Standard 9 pedestrian warning device in the southeast quadrant to 14 feet from the centerline of the tracks.
- Installation of a new Commission Standard 9 pedestrian warning device in the southwest quadrant 15 feet from the centerline of the tracks. The new Commission Standard 9 pedestrian warning device will replace the pedestrian gate arm on the rear of the vehicular Commission Standard 9.
- Relocation of the swing gates in the southeast and southwest quadrants to 15 feet from the centerline of the tracks.
- Relocation of ADA compliant detectable warning tactile strips just prior to the automatic warning devices in the southeast and southwest quadrants, along the full width of the walkway.
- Installation of guardrails in southeast and southwest quadrants to channelize pedestrians to the pedestrian gates and prevent pedestrians from easily circumventing the gates.
- Extension of the raised concrete median on the east approach an additional 12 feet west.
- Installation of new concrete panels for the crossing surface.
- Installation of new asphaltic concrete (AC) ramps around the crossing surface to provide a proper transition for pedestrians from the sidewalks to the crossing surface.
- Installation of curb and gutter a minimum of 4 feet 3 inches from the automatic warning devices in the northeast and southeast quadrants.
- Refurbishment of the sidewalks in southeast and southwest quadrants.
- Installation of continuous fencing in the northeast quadrant tying to the Commission Standard 9 and to the existing fence to channelize pedestrians to the safe and lawful crossing.
- Installation of continuous fencing in the southwest quadrant tying to the guard rail and extending 50 feet south to channelize pedestrians to the safe and lawful crossing.
- Implementation of a 50 foot long parking prohibition on Herman Street in the southwest quadrant to improve sightlines to the warning devices.

Staff has investigated the JPB's request, and finds it adequately addresses compliance and safety. As the JPB and City 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.

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.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Pubic Resources Code 21084].

This authorization shall expire if the above conditions are not complied with or if the work is not completed within two 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, the JPB 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.

If you have any questions, please contact Felix Ko at (415) 703-3722 or fko@cpuc.ca.gov.

Sincerely,



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

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