

PUBLIC UTILITIES COMMISSION

320W 4th Street, Suite 500
Los Angeles, CA 90013



May 6, 2014

File Number: XREQ 2014040009
South Cutting Boulevard
Richmond, Contra Costa County

Chad Davisson
Contracts Administrator
City of Richmond
450 Civic Center Plaza
Richmond, CA 94804
chad_davisson@ci.richmond.ca.us

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the South Cutting Boulevard At-Grade Highway–Rail Crossing, Identified as CPUC Crossing No. 001A-10.80, CC-1168 and DOT No. 751678U in the City of Richmond, Contra Costa County.

Dear Mr. Davisson:

This refers to your letter, dated April 10, 2014, received by us on April 18, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the South Cutting Boulevard at-grade highway-rail crossing (crossing) of the Union Pacific Railroad (UPRR) Martinez Subdivision mainline track in the City of Richmond (City), Contra Costa County. It is identified as CPUC Crossing No. 001A-10.80, CC-1168 and DOT No. 751678U.

The crossing consists of two mainline and one siding tracks and two Commission Standard 9-A (flashing light signal assemblies with automatic gate arms with additional flashing light signals over the roadway on cantilevered arms) warning devices. UPRR and Richmond Pacific Railroad (RPRC) operate approximately 16 freight trains and 4 freight trains per day respectively with a maximum speed limit of 70 MPH. Amtrak operates 42 passenger trains per day with a maximum speed limit of 79 MPH. There is an Americans with Disabilities Act (ADA) non-compliant sidewalk through the south side of the crossing and no sidewalk exists on the north side. The proposed alterations are part of a City project to improve pedestrian access and deter motor vehicles from trying to bypass warning devices in front of an approaching locomotive.

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

- Installing a raised concrete median on the east approach;
- Extending the raised concrete median on the west approach towards the crossing, making Spring Street Right In/Out only;
- Reconfigure the eastbound travel lanes in the southeast quadrant, reducing the number of lanes from four to three;
- Installing a raised concrete sidewalk through the north side of the crossing with curb and gutter;

- Installing ADA compliant detectable warning on the sidewalk approaches in the northeast and northwest quadrants;
- Installing curb ramps with detectable warning at the South Cutting Boulevard and Carlson Boulevard intersection;
- Relocate the K-Rail in the northwest quadrant to the north side of the new sidewalk;
- Installing R9-10 "SIDEWALK CLOSED USE OTHER SIDE" signs in the southwest and southeast quadrants;
- Installing a mountable curb and lockable gate for the UPRR driveway in the northwest quadrant;
- Installing edgeline pavement markings in the southeast and southwest quadrants to delineate the travel way.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by the City 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.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CAMUTCD), 2012 Edition, published by the California Department of Transportation.

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

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

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 RCES, 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, RCES may re-evaluate the crossing prior to granting an extension.

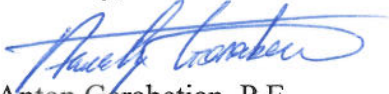
Within 30 days after completion of this project, the City and/or UPRR shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the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

At the conclusion of the project, UPRR must submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

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

Sincerely,



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

cc: **(SENT VIA EMAIL)**

Joel Camacho, The City of Richmond, joel_camacho@ci.richmond.ca.us
Peggy Ygbuhay, Union Pacific Railroad, pygbuhay@up.com

