

PUBLIC UTILITIES COMMISSION

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



October 2, 2014

File Number: XREQ 2014090019
Willow Road
Menlo Park, San Mateo County

Jesse T. Quirion
Interim Public Works Director
City of Menlo Park
701 Laurel Street
Menlo Park, CA 94025

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the Willow Road At-Grade Highway–Rail Crossing, Identified as CPUC Crossing No. 001DAB-30.10, and DOT No. 750017X, in the City of Menlo Park, San Mateo County.

Dear Mr. Quirion:

This refers to your letter, dated September 24, 2014, received by us on September 25, 2014, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the Willow Road at-grade highway-rail crossing (crossing) of the Union Pacific Railroad Company (UPRR) track in the City of Menlo Park (City), San Mateo County. The crossing is identified as CPUC Crossing No. 001DAB-30.10, DOT No. 750017X.

The rail line is currently inactive with both crossings out of service. The San Mateo County Transit District (Samtrans) owns the track and has contracted UPRR to operate over and maintain the track.

The Willow Road crossing consists of one industrial lead track over a four lane roadway. The crossing has two median mounted Commission Standard 9 (flashing light signal assemblies with automatic gate arm) warning devices and two curb mounted Commission Standard 9-A (flashing light signal assemblies with automatic gate arm and additional flashing light signals over the roadway on cantilevered arm) warning devices. There are two bicycle lanes that run along Willow Road and through the crossing. There is a private driveway approximately 80 feet from the tracks on the northeast quadrant of the crossing.

The request letter states, “The proposed crossing alterations will improve these existing conditions and accommodate future activity by creating a safer crossing for pedestrians immediately at the tracks and improving pedestrian connectivity between discontinuous paths located on each side of the tracks.”

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

- Installing new 6.5 and 6 feet wide asphalt trail paths on the east and west sides of the crossing respectively, as shown on plans;
- Installing a 3-foot wide asphalt bypass trail path behind the curb mounted Commission

Standard 9-A in the southeast quadrant of the crossing;

- Installing Americans with Disabilities Act (ADA) compliant detectable warning tactile strips on all sidewalk approaches;
- Installing curb ramps, curb, gutter and ADA compliant sidewalk landing on the driveway on the northeast quadrant of the crossing;
- Constructing ADA complaint sidewalks on all approaches to the crossing, as shown on plans; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1, and W48(CA) advance warning signs and RXR and railroad limit pavement markings.

The Commission's Rail Crossings Engineering Branch (RCEB) investigated the request by the City and finds it adequately addresses compliance and safety. As the City, UPRR, and Samtrans 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.

UPRR must also ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CA MUTCD, 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 RCEB, 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, RCEB 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 RCEB 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.htm>. 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,

A handwritten signature in black ink, appearing to read 'Anton Garabetian'.

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

cc: **(SENT VIA EMAIL)**

Peggy Ygbuhay, Union Pacific Railroad
Anthony Quicho, Samtrans

