

## PUBLIC UTILITIES COMMISSION

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



February 27, 2017

File Number: XREQ 2017020004

Stephen Chao  
Deputy Director, Engineering  
Peninsula Corridor Joint Powers Board  
1250 San Carlos Avenue  
San Carlos, CA 94070-1306

**Re: General Order 88-B Request for Authority to Alter the 25th Avenue At-Grade Highway-Rail Crossing, CPUC Crossing No. 105E-19.70 and DOT No. 754910E in the City of San Mateo, County of San Mateo.**

Dear Mr. Chao:

This refers to your letter received by us via email on February 21, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the 25<sup>th</sup> Avenue at-grade highway-rail crossing (crossing) of the Peninsula Corridor Joint Powers Board (PCJX) tracks in the City of San Mateo (City), County of San Mateo. The crossing is identified as CPUC Crossing No. 105E-19.70 and DOT No. 754910E.

The existing configuration consists of a double-track crossing over a four lane roadway with two sidewalks, two Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning devices, simultaneous railroad preemption, four Commission Standard 9 (flashing light signal assembly with automatic gate) pedestrian gates, pedestrian channelization, four exit swing gates, and detectable warning strips on all sidewalk approaches. 25<sup>th</sup> Avenue is a major roadway providing access to Highway 92.

The PCJX proposes to eliminate the existing at-grade crossing and construct an underpass grade separation below the two PCJX tracks. In order to facilitate construction, the new 25th Avenue underpass will be located on an offset alignment to the west of the existing crossing. A combination of lowering the roadway and constructing a rail bridge will allow the City to meet GO 26-D vertical clearance requirements. After construction of the overhead is completed, the crossing will be identified as CPUC No. 105E-19.70-B.

The existing roadway configuration of four travel lanes and two sidewalks will remain with the new 25h Avenue underpass. A raised concrete median will separate opposing traffic.

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

- A temporary construction phase with the following configuration;
  - Establishing a temporary minimum vertical clearance exception of 14 feet-2 inches during all phases of construction over PCJX tracks;
  - Replacing and relocating the Commission Standard 9-A warning device in the southwest quadrant with a Commission Standard 9 warning device;
  - Installing a raised concrete median on the west approach;
  - Installing a median mounted Commission Standard 8 (flashing light signal assembly) warning device on the west approach;
  - Removing the Commission Standard 9 pedestrian gate and exit swing gate in the southwest quadrant due to space constraints;
  - Increasing the railroad preemption clearance green time;
- Eliminating the 25th Avenue at-grade crossing; and
- Constructing the new 25h Avenue underpass. The new overhead shall meet the vertical and horizontal clearance requirements of the Commission's GO 26-D.

Pursuant to Commission Resolution SX-76 and Section 16.2 of GO 26-D, PCJX is granted a temporary deviation from GO 26-D, Section 12.1 and is authorized a temporary vertical clearance of not less than 14 feet-2 inches, during construction of the structure.

The following requirements shall apply to the temporary deviation of GO 26-D, Section 12.1:

1. PCJX shall notify the Commission's Safety and Enforcement Division – Rail Operations Safety Branch (ROSB) and Rail Crossings Engineering Branch (RCEB) at least 15 days but not more than 30 days in advance of the date when PCJX will create the temporary reduced vertical clearance. For the Commission, this notification may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).
2. PCJX shall issue instructions to all individuals responsible for operation of trains over these tracks of the temporary reduced vertical clearance of 14 feet-2 inches, and shall submit the instructions in advance of the date when PCJX will create the temporary reduced vertical clearance to the office of ROSB and RCEB. This notification may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

As a modification involving the construction of a grade separation that eliminates an existing at-grade crossing, this project is statutorily exempt from the requirements of the California Environmental Quality Act of 1970, as amended [California Public Resources Code §21080.13].

The Commission's Rail Crossings and Engineering Branch (RCEB) staff has investigated the request by PCJX, and finds it adequately addresses compliance and safety. As the City and PCJX (Parties) are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, PCJX 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.

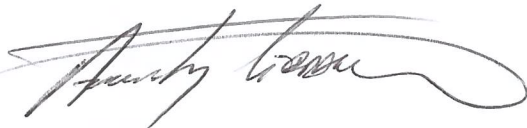
This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. A written request for a time extension must include concurrence 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, PCJX 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, PCJX 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).

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

Sincerely,



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

**SENT VIA E-MAIL**

Cc: Brad Underwood, City  
Mimi Lee, PCJX

