

S/ELB

Decision 92 03 087 MAR 3 1 1992

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of California,
Department of Transportation, for an
order authorizing the Department to:
construct a new crossing at separated
grades to be known as the "South Alviso
Overhead" over the track of the
Southern Pacific Transportation
Company's Elmhurst-Santa Clara Main
Line, and reconstruct an existing
grade-crossing in the City of San Jose,
County of Santa Clara, State of
California.

ORIGINAL
Application 91-11-062
(Filed November 25, 1991)

O P I N I O N

As part of the project to upgrade State Route 237 (SR-237) to a 6-lane freeway between Mathilda Avenue and Interstate 880 in Santa Clara County, the California Department of Transportation (Caltrans) requests authority to construct the "South Alviso Overhead" on SR-237 at separated grades over the tracks of Southern Pacific Transportation Company's (SPT) Elmhurst-Santa Clara Main Line in San Jose, Santa Clara County. Authority is also sought to reconstruct the existing grade crossing of SR-237 to become Great America Parkway.

The new overhead will be located approximately 200 feet to the south of the existing SR-237 grade crossing. The northerly half of the existing crossing will become a two lane, two way extension of Great America Parkway to provide access to the freeway at Lafayette Street. The southerly half of the existing crossing will be removed.

The 6.3 mile long project will alleviate existing and future traffic delay and congestion on SR-237 as well as other major corridors and connecting arterials. Major impacts include

decreases in riparian vegetation along several water courses, increase in noise levels, visual impact, and loss of a planned bicycle route. Mitigation measures will include habitat replacement or restoration, construction of sound attenuation barriers, landscaping, and a proposal for an alternate bicycle route.

Caltrans is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Sections 21000, et seq. After preparation and review of an Environmental Impact Report (EIR), Caltrans approved the project. On July 16, 1990 a Notice of Determination was filed with the Office of Planning and Research which found that: "The project will have a significant effect on the environment."

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's EIR.

The site of the proposed project has been inspected by the Commission's Safety Division Traffic Engineering staff. The staff examined the need for and safety of the proposed construction and recommends issuance of an ex-parte order authorizing construction of the proposed overhead and reconstruction of the existing grade crossing at SR-237 subject to the installation of automatic gate-type signals with cantilevered flashing lights as protection.

Caltrans has met the filing requirements of the Commission's Rules of Practice and Procedure, including Rule 38, which relates to the construction of a public highway across a railroad. A sketch of the crossing area is set forth as Appendix A.

Findings of Facts

1. Notice of the application was published in the Commission's Daily Calendar on December 12, 1991. No protests have been received.

2. Caltrans requests authority under Public Utilities Code Sections 1201-1205 to construct the South Alviso Overhead on SR-237 at separated grades over the tracks of SPT's Elmhurst-Santa Clara Main Line in San Jose, Santa Clara County.

3. Caltrans also requests authority to reconstruct the existing grade crossing of SR-237, to become Great America Parkway.

4. Construction of the South Alviso Overhead and reconstruction of the existing grade crossing of SR-237 are required as part of the construction of SR-237 freeway.

5. Public convenience, necessity, and safety require construction of the South Alviso Overhead and reconstruction of the existing grade crossing of SR-237.

6. Public safety requires that protection at the reconstructed grade crossing of SR-237 be two Standard No. 9-A gate-type signals with cantilevered flashing lights (General Order (GO) 75-C).

7. Caltrans is the lead agency for this project under CEQA, as amended.

8. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's EIR.

9. The project will have a significant effect on the environment; however, the adopted mitigation measures will reduce the severity of the adverse impacts to acceptable levels.

Conclusions of Law

1. The application is uncontested, and a public hearing is not necessary.

2. The application should be granted as set forth in the following order.

ORDER

IT IS ORDERED that:

1. The State of California, Department of Transportation, (Caltrans), is authorized to construct the South Alviso Overhead on SR-237 at separated grades over the tracks of Southern Pacific Transportation Company's (SPT) Elmhurst-Santa Clara Main Line in San José, Santa Clara County, at the location and substantially as shown by plans attached to the application, to be identified as Crossing L-39.9-A.

2. Caltrans is also authorized to reconstruct the existing grade crossing of SR-237 to become a crossing of Great America Parkway, identified as Crossing L-39.8. Protection at the reconstructed grade crossing shall be two Standard No. 9-A gate-type signals with cantilevered flashing lights (GO 75-C).

3. Clearances shall be in accordance with GO 26-D, except that during the period of construction of the South Alviso Overhead a temporary minimum clearance of 22'-0" above top of rail is authorized, and SPT is authorized to operate with such reduced overhead clearance provided the railroad issues instructions (and files them with the Commission's Safety Division) forbidding employees to ride on tops of cars beneath the structure.

4. Caltrans shall notify the Commission's Safety Division and SPT at least 15, but not more than 30, days in advance of the date when the temporary impaired overhead clearance will be created.

5. Walkways shall conform to GO 118. Walkways adjacent to any trackage subject to rail operations shall be maintained free of obstructions and shall be promptly restored to their original condition in the event of damage during construction.

6. Reconstruction of grade crossing L-39.8 shall be equal or superior to Standard No. 1 of GO 72-B.

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7. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties. A copy of the agreement, together with plans of the crossings approved by SPT, shall be filed with the Commission's Safety Division prior to commencing construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

8. Within 30 days after completion of the work under this order, Caltrans shall notify the Commission's Safety Division in writing that the authorized work has been completed.

9. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

10. The application is granted as set forth above.

This order becomes effective 30 days from today.

Dated MAR 31 1992, at San Francisco, California.

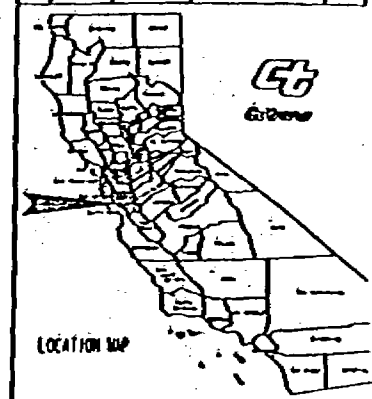
DANIEL Wm. FESSLER
President
JOHN B. CHANIAN
PATRICIA M. ECKERT
NORMAN D. SHUMWAY
Commissioners

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY

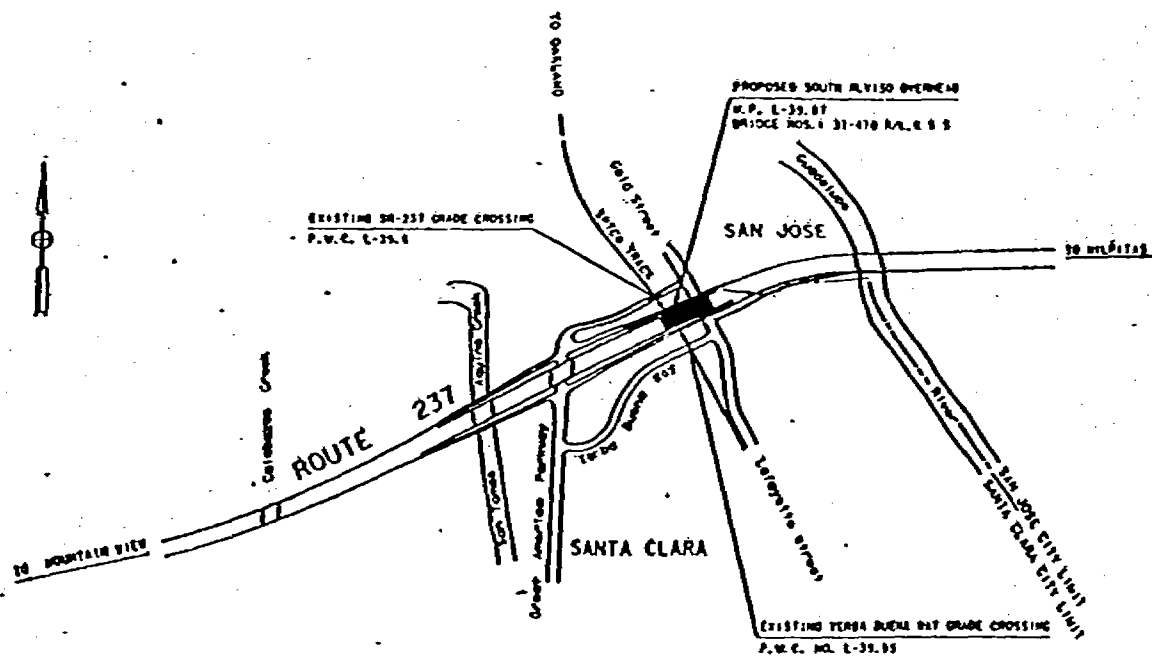

NEAL J. SHULMAN, Executive Director

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY
 IN SANTA CLARA COUNTY
 IN SAN JOSE
 AT 0.1 MILE WEST OF GOLD STREET

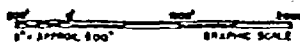
DIST.	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
04	SCL	237		



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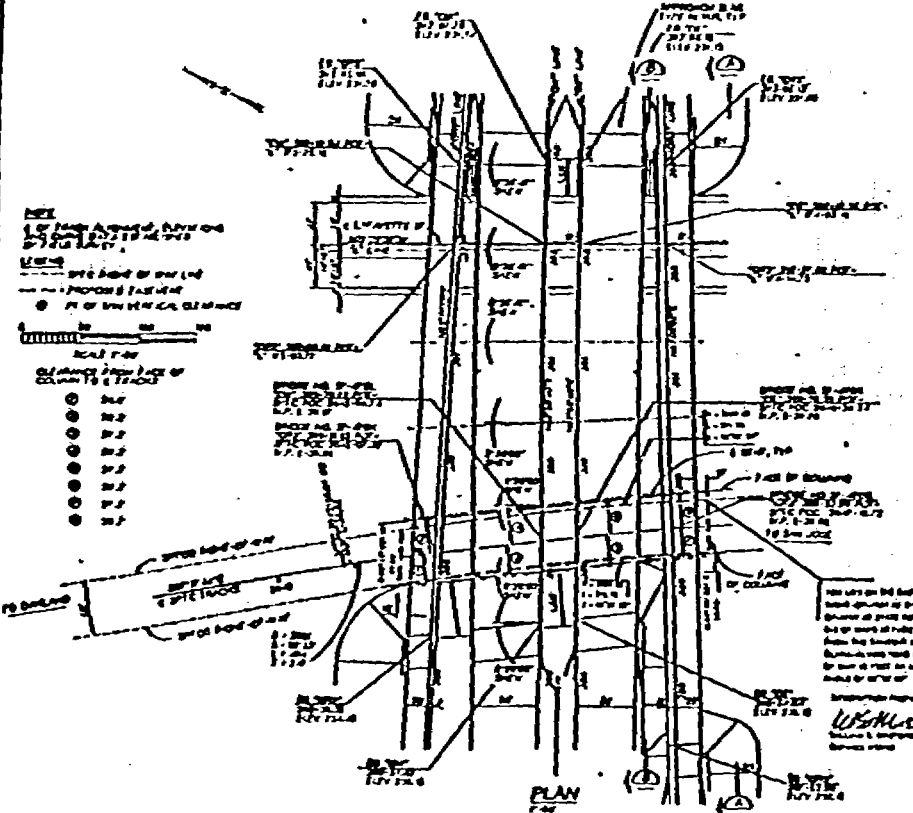
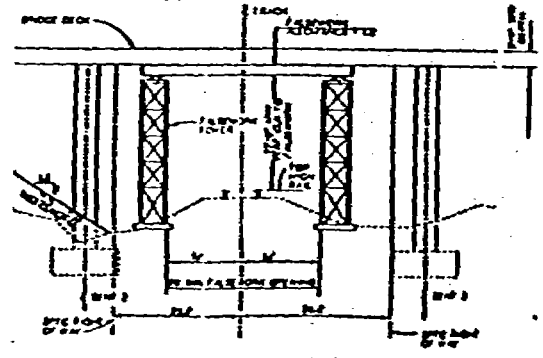
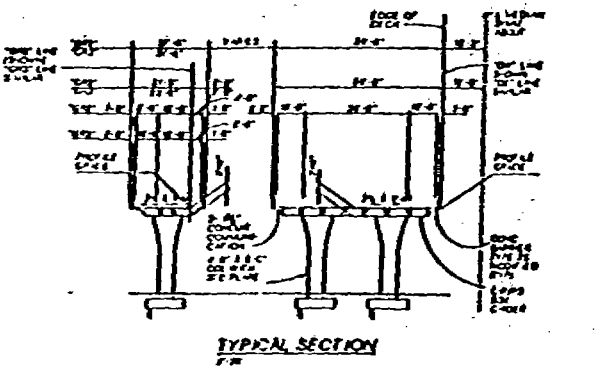
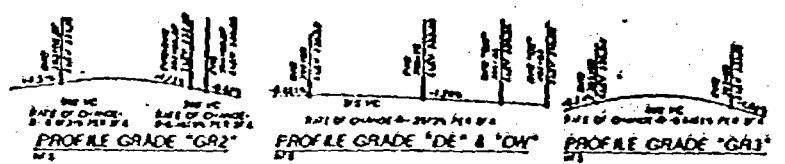
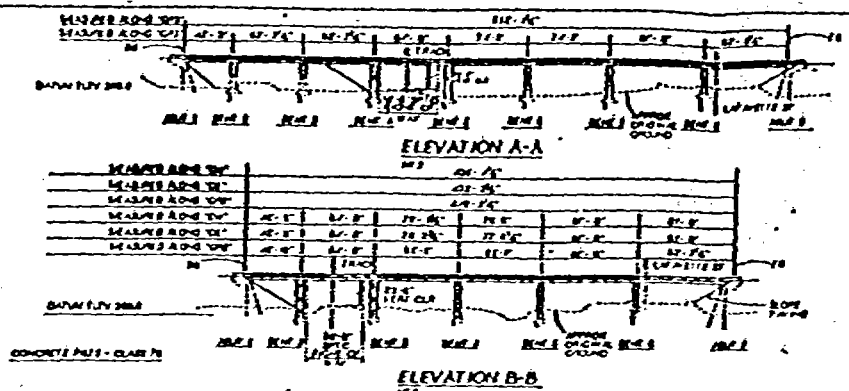


APPENDIX A
 SHEET 1 OF 3



FOR RECORD PLANS
 DRAWING SCALE IS IN INCHES

Sheet No.
 04 0104
 EA 037691



- NOTE**
- 1. If shown, provide and install all necessary drainage.
 - 2. Provide drainage for all water on bridge deck.
 - 3. Provide drainage for all water on approach slabs.
 - 4. Provide drainage for all water on approach slabs.
 - 5. Provide drainage for all water on approach slabs.
 - 6. Provide drainage for all water on approach slabs.
 - 7. Provide drainage for all water on approach slabs.
 - 8. Provide drainage for all water on approach slabs.
- SCALE**
- Vertical Scale: 1" = 10'
- Horizontal Scale: 1" = 20'
- Distances from Face of Columns to Tracks**
- 1. 10'
 - 2. 12'
 - 3. 14'
 - 4. 16'
 - 5. 18'
 - 6. 20'
 - 7. 22'
 - 8. 24'
 - 9. 26'
 - 10. 28'
 - 11. 30'

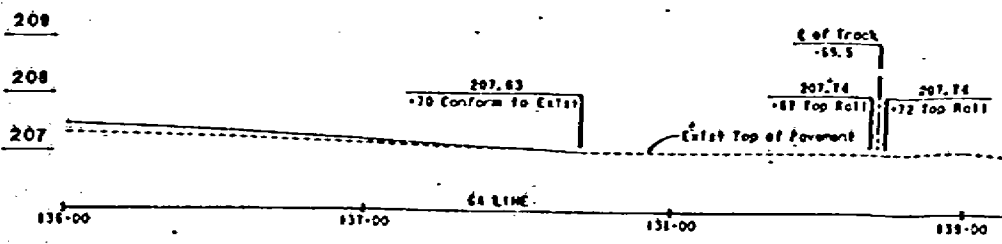
THE SOUTHERN PACIFIC RAILROAD COMPANY, SAN FRANCISCO, CALIFORNIA, IS THE ENGINEER OF RECORD FOR THE DESIGN AND CONSTRUCTION OF THIS BRIDGE. THE DESIGN AND CONSTRUCTION OF THIS BRIDGE IS SUBJECT TO THE APPROVAL AND SUPERVISION OF THE CALIFORNIA DEPARTMENT OF PUBLIC UTILITIES AND TRANSPORTATION, SACRAMENTO, CALIFORNIA. THE DESIGN AND CONSTRUCTION OF THIS BRIDGE IS SUBJECT TO THE APPROVAL AND SUPERVISION OF THE CALIFORNIA DEPARTMENT OF PUBLIC UTILITIES AND TRANSPORTATION, SACRAMENTO, CALIFORNIA.

W. H. ...

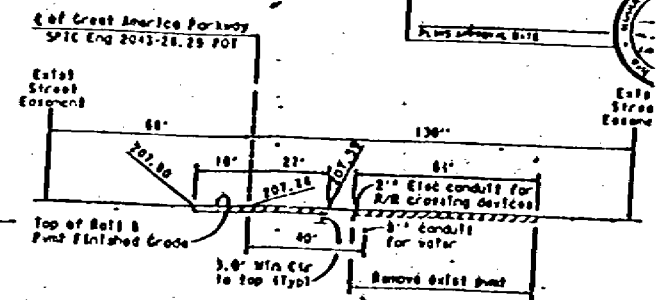
APPENDIX A
SHEET 2 OF 3

Southern Pacific Transportation Company	
Office of Engineer	
PROPOSED EASEMENT TO STATE OF CALIFORNIA FOR SOUTH ALYON OVERHEAD	
M.P. 1-38.8	
DATE	1911
BY	...
CHECKED BY	...
APPROVED BY	...
DATE	...

POST COUNT	ROUTE	POST MILE
04	564	037
REGISTERED CIVIL ENGINEER		
Plus additional data		

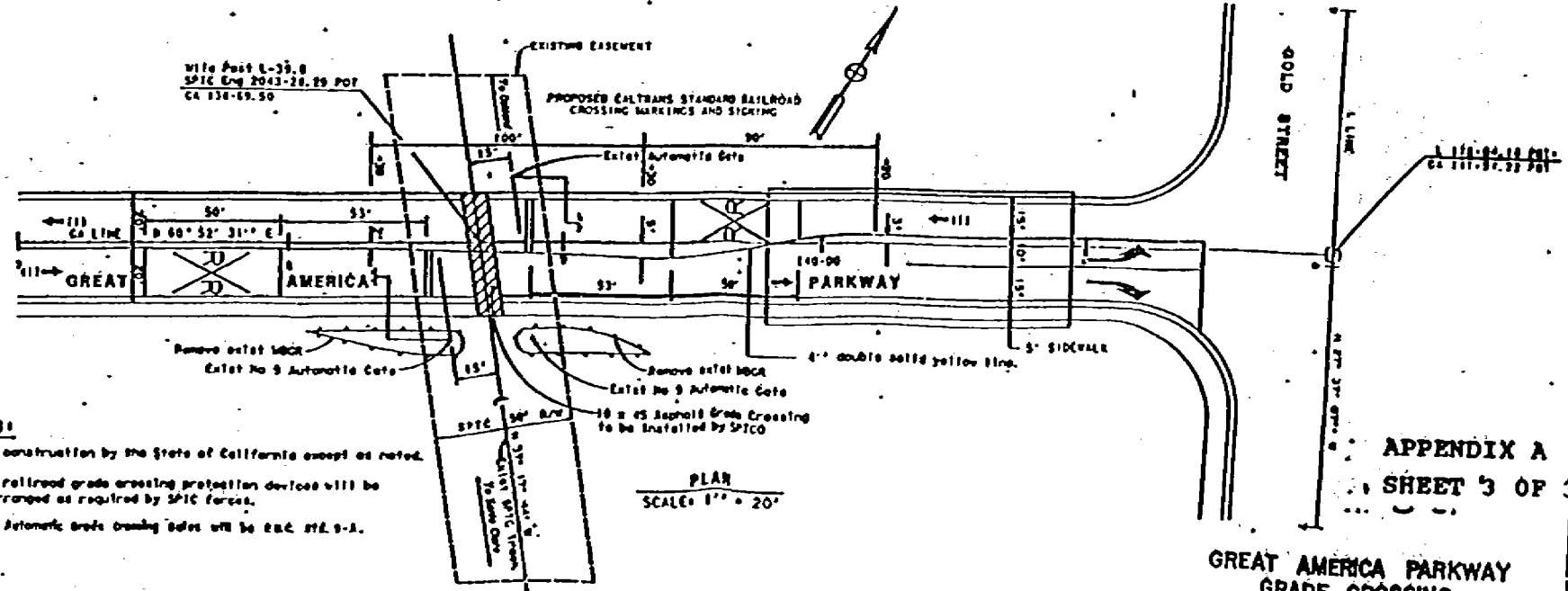


GREAT AMERICA PARKWAY PROFILE
 SCALE: Horiz 1" = 20'
 Vert 1" = 1'



CROSS SECTION OF GREAT AMERICA PARKWAY/SPTCO CROSSING SHOWN ALONG E OF TRACK
 SCALE: Horiz 1" = 20'
 Vert 1" = 20'

- NOTES:**
1. All elevations shown are existing top of rail. No changes will be made.
 2. Pavement section is 0.42" AC on 7.5% AS.
 3. Utility castings shall extend across the entire width (50') of the SPTCO easement.



- NOTES:**
1. All construction by the State of California except as noted.
 2. All railroad grade crossing protection devices will be rearranged as required by SPTCO forces.
 3. New Automatic grade crossing gates will be R&C #1E 9-A.

PLAN
 SCALE: 1" = 20'

APPENDIX A
 SHEET 3 OF 3

GREAT AMERICA PARKWAY
 GRADE CROSSING
 M.P. L-39.8