

PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115
SACRAMENTO, CA 95834-2939



November 15, 2011

File Number: G.11-09-005

Benjamin Scharf
Senior Assistant Council
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1927

Re: General Order 88-B Request for Authority to Alter the Race Street At-Grade Highway-Rail Crossing, CPUC Crossing No. 82D-4.12, DOT No. 750157A and the Parkmoor Avenue At-Grade Highway-Rail Crossing, CPUC Crossing No. 82D-4.16, DOT No. 750158G in the City of San Jose

Dear Mr. Scharf:

This refers to your letter dated September 28, 2011 and received by us on September 30, 2011 requesting authorization to modify two at-grade highway-rail crossings of the Santa Clara Valley Transportation Authority (VTA) light rail track in the City of San Jose (City). The crossings are identified as the Race Street Highway-Rail Crossing, CPUC Crossing No. 82D-4.12, DOT No. 750157A, and the Parkmoor Avenue Highway-Rail Crossing, CPUC Crossing No. 82D-4.16, DOT No. 750158G.

The VTA alignment is on a shared corridor with Union Pacific Railroad (UPRR) traveling southwest from Diridon station. The two crossings are double track at-grade crossings traveling 45 degrees through the Race Street and Parkmoor Avenue intersection. The tracks travel diagonally through the north and west legs of the Race Street and Parkmoor Avenue intersection. The east track encroaches the intersection slightly. VTA owns the alignment and operates on the west track while UPRR operates on the east track.

Race Street is a five lane roadway with one left turn lane, one through lane, and one right turn lane traveling through the crossing on the north approach. The south approach consists of two through lanes. Parkmoor Avenue is a four lane roadway with one left turn lane and one through lane on the west approach. The east approach consists of two through lanes.

Each crossing has two sidewalks, with the two crossings sharing the north/west sidewalk. While the sidewalk is located between the two crossings, the sidewalk pathway over the tracks is considered to be part of the Race Street crossing for record keeping purposes.

The Race Street and Parkmoor Avenue intersection has automatic warning devices on each leg. The east and south legs have one Commission Standard 9 (flashing light signal assembly with automatic gate) and one median mounted Commission Standard 9 each. The north and west legs have one Commission Standard 9-A (Commission Standard 9 with additional flashing light signals

over the roadway on a cantilevered arm) and one median mounted Commission Standard 9 each. There is one Commission Standard 8 (flashing light signal assembly) between the tracks on the west sidewalk and another in the northeast quadrant of the Race Street crossing. The Race Street crossing has an additional Commission Standard 9 and median mounted Commission Standard 9 on the south approach.

VTA states in the GO 88-B request that the project will “enhance pedestrian safety at these sidewalk crossings by installation of manual gates, modification of automatic pedestrian gates and by improving channelization through fencing and better placement of tactile strips.”

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

Race Street Highway-Rail Crossing Modifications

- Installation of manual pedestrian swing gates on each approach to the west sidewalk.
- Relocation of the ADA compliant detectable warning tactile strips outside of the new manual swing gates on the west sidewalk.
- Installation of a W82 (trolley crossing) sign on the rear of the existing sign post on the west sidewalk, directed at westbound pedestrians.
- Replacement of the existing chain link fence on the west sidewalk with pipe rail fencing to channelize pedestrians to the crossing. The pipe-rail fencing will be tied into the swing gates. The pipe-rail fence west of the tracks will extend 50 feet in each direction.
- Relocation of the ADA compliant detectable warning tactile strips in the northeast quadrant an additional four feet away from the crossing, prior to the Commission Standard 8 (flashing light signal assembly) warning device.

Parkmoor Avenue Highway-Rail Crossing Modifications

- Relocation of the ADA compliant detectable warning tactile strips in southwest quadrant approximately 10 feet further away from the tracks to a location prior to the existing 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 device.
- Relocation of the ADA compliant detectable warning tactile strips in the southeast quadrant approximately 2 feet further away from the tracks.

Staff has investigated the request by VTA, and finds it adequately addresses compliance and safety. As VTA, UPRR, and the 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 10A.05, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation.

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 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 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, VTA 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 fxo@cpuc.ca.gov.

Sincerely,



Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

C: John Raaymakers, PE
Associate Engineer
City of San Jose
Department of Transportation
200 East Santa Clara Street
San Jose, CA 95113-1905

James H. Smith
Mgr Industry and Public Projects
Union Pacific Railroad
9451 Atkinson Street
Roseville, CA 95747

Mark S. Robinson
Chief Construction Officer
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1927