

PUBLIC UTILITIES COMMISSION

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November 15, 2011

File Number: G.11-09-007

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 Leigh Avenue At-Grade Highway-Rail Crossing, CPUC Crossing No. 82D-5.06, DOT No. 750162W 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 an at-grade highway-rail crossing of the Santa Clara Valley Transportation Authority (VTA) light rail track in the City of San Jose (City). The crossing is identified as the Leigh Avenue Highway-Rail Crossing, CPUC Crossing No. 82D-5.06, DOT No. 750162W.

The VTA alignment is on a shared corridor with Union Pacific Railroad (UPRR) traveling southwest from Diridon station. The alignment consists of three tracks at this location which travel parallel to Southwest Expressway. VTA owns the alignment and operates on the center and western track while UPRR operates on the eastern track.

Leigh Avenue is a four lane roadway with two through lanes on each approach.

Leigh Avenue has one Commission Standard 9 (flashing light signal assembly with automatic gate) warning device and one median mounted Commission Standard 9 warning device on each approach. In addition, the crossing has one Commission Standard 8 (flashing light signal assembly) warning device in the southeast quadrant. There is one Commission Standard 9 pedestrian gate in the northwest quadrant and one auxiliary pedestrian gate arm on the rear of the Commission Standard 9 in the southwest quadrant.

VTA states in the GO 88-B request that the project will “enhance pedestrian safety at these sidewalk crossings by installation of manual gates, modifications 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:

- Installation of a set of flashing lights on the Commission Standard 9 pedestrian gate in the northwest quadrant facing southbound pedestrian traffic. (Shown on plans, but excluded from narrative of request)
- Shortening the existing automatic pedestrian gate arm in the northwest quadrant to 3'2".
- Installation of a manual pedestrian swing gate in the northwest quadrant.
- Relocation of the ADA compliant detectable warning tactile strip to two feet behind the automatic pedestrian gate.
- Installation of a bell on the existing Commission Standard 9 pedestrian gate in the northwest quadrant at a height of 8.5 feet to be consistent with the SX-82 bell variance.
- Installation of 35 feet of pipe rail tying to the swing gate and extending along the roadway to channelize pedestrians to the proper sidewalk crossing.
- Widening the sidewalk by approximately 4 feet in the southwest quadrant.
- Extension of the ADA compliant detectable warning tactile strip in the southwest quadrant over the entire width of the newly widened sidewalk.
- Installation of 15 feet of pipe rail tying to the Commission Standard 9 and extending along the roadway to channelize pedestrians to the proper sidewalk crossing.
- Shortening the existing automatic pedestrian gate arm in the southwest quadrant to 7 feet.
- Installation of a manual pedestrian swing gate in the southwest quadrant.
- Installation of a bell on the existing Commission Standard 8 in the southeast quadrant at a height of 8.5 feet to be consistent with the SX-82 bell variance.

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.

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

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

Sincerely,



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