

PUBLIC UTILITIES COMMISSION

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



November 14, 2012

File No. G.12-09-013

Kenneth Ronsse
Deputy Director
Engineering & Construction Div.
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 South Bascom Avenue Highway–Rail Crossing, CPUC Crossing No. 082D-5.87 and DOT No.750164K, in the City of San Jose, Santa Clara County.

Dear Mr. Ronsse:

This refers to your letter dated September 10, 2012, received by us on September 12, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the South Bascom Avenue at-grade highway-rail crossing (crossing) of the Santa Clara Valley Transportation Authority (VTA) track in the City of San Jose (City), Santa Clara County. The crossing is identified as CPUC Crossing No. 082D-5.87 and DOT No. 750164K.

South Bascom Avenue, running north-south, is a six-lane road. The crossing consists of a double track aligned in a northeast-southwest direction and is part of a shared corridor with Union Pacific (UPRR). The train traffic consists of approximately 115 VTA light rail passenger trains per day at 30 mph and two UPRR freight trains per day at 10 mph. There are sidewalks through the crossing on both sides. The Borello Drive/South Bascom Avenue intersection is located immediately adjacent to the crossing in the northwest quadrant. The Southwest Expressway/South Bascom Avenue intersection is located in the southeast quadrant. The VTA Bascom station is located immediately east of the crossing.

The crossing is equipped with one Commission Standard 9 (flashing light signal assembly with automatic gate arm), two median mounted Commission Standard 9, and two Commission Standard 9-A (Commission Standard 9 with additional flashing light signals over the roadway on cantilevered arms) warning devices.

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

- Widening of the “pork chop” median in the northwest quadrant to allow for relocation of the Commission Standard 9-A warning device gate arm.
- Relocating the Commission Standard 9-A warning device gate arm. The gate arm will be rotated and shortened to 29 feet.
- Rotating the median mounted Commission Standard 9 warning device on the north approach to align with the relocated Commission Standard 9-A warning device gate arm in the northwest quadrant. The gate arm will be shortened to 29 feet.

- Relocating the Commission Standard 9-A warning device in the southeast quadrant approximately 50 feet south of current location. The Commission Standard 9-A warning device will be rotated and the gate arm shortened to 28 feet.
- Installing additional pairs of flashing lights to the Commission Standard 9-A warning device in the southeast quadrant for both northbound and southbound South Bascom Avenue traffic.
- Rotating the median mounted Commission Standard 9 warning device on the south approach to align with the relocated Commission Standard 9-A warning device gate arm in the southeast quadrant. The gate arm will be shortened to 28 feet.
- Installing an additional pair of flashing lights on the median mounted Commission Standard 9 warning device on the south approach aimed at westbound Southwest Expressway traffic.
- Installing a Commission Standard 8 (mast mounted flashing light signals assembly) warning device in the southeast quadrant at the previous location of the Commission Standard 9-A warning device to provide additional warning for pedestrians due to the skewed crossing.
- Installing a R3-1 Active "No Right Turn" blank-out sign in the southeast quadrant for westbound Southwest Expressway traffic.
- Relocating the "Keep Clear" pavement markings to match the new gate locations on both approaches.
- Relocating the stop line pavement markings to match the new gate locations on both approaches.

The Commission's Rail Crossing Engineering Section (RCES) staff has investigated the request by VTA, and finds it adequately addresses compliance and safety. As VTA, the City and UPRR (Parties) 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 8A.05, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CAMUTCD), published by the California Department of Transportation.

All Parties shall comply with all applicable rules, including other Commission General Orders and the CAMUTCD.

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. 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, 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 *Report of Changes at*

Highway Grade Crossings and Separations. Form G requirements and forms can be obtained at the CPUC web site by clicking “Form G Report of Changes” link at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, VTA should submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, 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 email at felix.ko@cpuc.ca.gov.

Sincerely,



Anton Garabatian, P. E.
Program Project Supervisor
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

CC:

Benjamin Scharf, Special Counsel
James Smith, Manager Industry and Public Projects
Zahi Khattab, Transportation and Planning