

## PUBLIC UTILITIES COMMISSION

320 West 4<sup>th</sup> Street, Suite 500  
LOS ANGELES, CA 90013



April 29, 2013

File Number: XREQ 2013030005

Kenneth Ronnse  
Deputy Director, Engineering & Construction Division  
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 North First Street and Gish Road At-Grade Highway-Rail Crossing, CPUC Crossing No. 82B-0.53, in the City of San Jose, County of Santa Clara**

Dear Mr. Ronnse:

This refers to your letter dated March 6, 2013, received by us on March 8, 2013, requesting authorization pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B to alter the North First Street and Gish Road at-grade highway-rail crossing (crossing) of the Santa Clara Valley Transportation Authority (VTA) light rail track in the City of San Jose (City), County of Santa Clara (County). The crossing is identified as CPUC Crossing No. 82B-0.53.

The VTA Light Rail Track alignment is median running along North First Street. The crossing is a double track traveling north and south on North First Street. Eastbound and westbound Gish Road have one through lane and one left turn lane at each direction travelling through the crossing. Northbound and southbound North First Street have one left turn lane at each direction travelling through the crossing.

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

- Relocating the stop bars and left turn arrow pavement markings 20 feet from their existing locations away from the intersection for the northbound and southbound North First Street left turn lanes.
- Installing "KEEP CLEAR" pavement markings between the stop bars and intersection in the northbound and southbound North First Street left turn lanes.
- Installing new "RXR" pavement markings behind the new locations of the left-turn arrows on northbound and southbound North First Street.
- Installing new detector loops in the northbound and southbound North First Street left turn lanes to accommodate the new stop bar locations.
- Replacing the two existing W10-7 "TROLLEY APPROACHING" active warning signs on North First Street for northbound and southbound traffic with two combination active warning signs alternating between the W10-7 trolley icon and an R3-2 "NO LEFT TURN" flashing images.

- Installing a semi-circular island of pavement markings(double yellow stripe) and reflective markers (Type D, two-way yellow retro-reflective) on both the north and south ends of the crossing, adjacent to the light rail median on North First Street to deter vehicles from entering the light rail right of way.
- Installing a Type K marker between the two tracks on the north and south legs of the crossing.
- Installing six “Tuff Post” markers on each side of the crossing, for a total of twelve markers, to delineate the light rail alignment.
- Installing new striping and ‘Botts Dots” as lane extensions to direct motorists turning left from both eastbound and westbound Gish Road through the intersection to North First Street.

Commission’s Rail Crossing Engineering Section (RCES) staff has investigated the request by VTA, and finds it adequately addresses compliance and safety. As VTA 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 8A.08, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CA MUTCD), 2012 Edition, 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 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. 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](mailto:rces@cpuc.ca.gov) as outlined on the web page.

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

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Sincerely,



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

C: Manuel Cota, Principal Engineering Technician, Dept. of Transportation, City of San Jose  
Benjamin Scharf, VTA Special Counsel, Santa Clara Valley Transportation Authority  
John Raaymakers, Senior Civil Engineer, Dept. of Transportation, City of San Jose