

PUBLIC UTILITIES COMMISSION

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



September 26, 2017

File Number: XREQ 2017090004
Alvarado Street
City of San Leandro, Alameda County

Michael Stella, P.E.
Principal Engineer
City of San Leandro
835 East 14th Street
San Leandro, CA 94577

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Alter the Alvarado Street At-Grade Highway-Rail Crossing, CPUC Crossing No. 001D-14.99 and DOT No. 912075T in the City of San Leandro, Alameda County.

Dear Mr. Stella:

This refers to your letter dated August 31, 2017, received by us via email requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to alter the Alvarado Street at-grade highway-rail crossing (crossing) of the Union Pacific Railroad (UPRR) track in the City of San Leandro (City), Alameda County. The crossing is identified as CPUC Crossing No. 001D-14.99 and DOT No. 912075T.

The crossing configuration consists of a single track over a two lane roadway with two sidewalks, raised curb medians, and two 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 devices.

14 passenger and 12 freight trains operate per day at a maximum speed of 79 mph over the crossing. The average daily traffic at the crossing is 5,800 vehicles.

The proposed alterations, as indicated in the City's request letter and/or shown on the plans, consist of:

- Removing the sidewalks that cross the rail tracks at an acute skew angle;
- Installing new sidewalks that cross the tracks at a perpendicular angle, including handrails and ballast for pedestrian channelization;
- Installing four new Commission Standard 8 flashing light signal assemblies, one on each side of both pedestrian approaches;
- Installing Americans with Disabilities Act compliant detectable warning strips on all pedestrian approaches;
- Installing new 8 foot long concrete panels per UPRR standards at each sidewalk replacement; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including "KEEP CLEAR" pavement markings, R15-8

“LOOK” signs, R9-3BP “USE CROSSWALK” signs, and R8-8 “DO NOT STOP ON THE TRACKS.”

The Commission’s Rail Crossings and Engineering Branch (RCEB) staff has investigated the request by the City and finds it adequately addresses compliance and safety. As the City and UPRR (Parties) are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the City may proceed with the improvements as described in its request letter and attachments, and summarized above. The City must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

UPRR must ensure that Emergency Notification Signs are installed to comply with Title 49 Code of Federal Regulations (CFR) Section 234.309.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CA MUTCD, 2014 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. 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, RCEB may reevaluate the crossing prior to granting an extension.

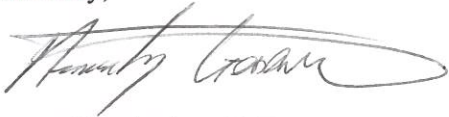
Within 30 days after completion of this project, UPRR shall notify RCEB that the authorized work is completed by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the CPUC web site at <http://www.cpuc.ca.gov/crossings/>.

This report may be submitted electronically to rceb@cpuc.ca.gov.

At the conclusion of the project, UPRR should submit an updated electronic inventory form (Form F6180.71) to the Federal Railroad Administration, reflecting the changes. Title 49 CFR Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. The Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

If you have any questions, please contact Sia Mozaffari at (415) 703-1815 or email at siavash.mozaffari@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Anton Garabetian", written over a horizontal line.

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

SENT VIA E-MAIL

Cc: Kevin Yoder, UPRR
Peggy Ygbuhay, UPRR
Keith Cooke, City of San Leandro

**REQUEST TO CPUC STAFF FOR AUTHORIZATION TO
ALTER HIGHWAY-RAIL CROSSING
PURSUANT TO GENERAL ORDER 88-B**



1. Date Submitted: August 31, 2017

2. Applicant Info

Organization Name:	City of San Leandro
Contact Person:	Michael Stella, P.E.
Title:	Principal Engineer
Street Address:	835 East 14 TH Street
City:	San Leandro
Zip:	94577
Phone:	510-577-3433
Email:	mstella@sanleandro.org

3. Crossing proposed to be altered

PUC Crossing Number:	001D-14.99	
U.S. DOT Crossing Number:	912075T	
Street Name:	Alvarado Street	
City:	San Leandro	
County:	Alameda	
Average Daily Vehicle Traffic (ADT) on roadway crossing tracks	5,800	
Year ADT count taken (should be within last 5 years)	2016	
Railroad Responsible for Crossing:	Union Pacific Railroad	
Other Railroads Operating on Tracks:	Amtrak, BNSF	
Average Daily Train Traffic and speed from all operating railroads	Train Volume	Maximum Train Speed
Passenger	14	79 MPH
Freight	12	50 MPH
Transit	0	N/A

4. Describe Proposed Alterations (including any temporary reduced clearance variance requests):

Refer to the attached exhibits (2 pages) titled “San Leandro Tech Campus Alvarado Street Crossing DOT #912075T-East, San Leandro, California” and “San Leandro Tech Campus Alvarado Street Crossing DOT #912075T-West, San Leandro, California” by Lea & Braze Engineering, Inc. dated 6-28-2017. In general, the improvements include the following:

- Removal of existing public sidewalks that cross the rail tracks at an acute skew angle, and replacement with new public sidewalks that cross the rail tracks at a perpendicular angle. Pedestrian handrails will follow the edge of the replacement sidewalks to guide pedestrians to the crossings. Ballast rock will be placed in the areas vacated by the original sidewalk to discourage unauthorized pedestrian access.
- Installation of four new CPUC Standard 8 flashing light signal assemblies, one of each side of the northern pedestrian rail crossing, and one on each side of the southern pedestrian crossing.
- New 8-foot long precast concrete panels per Union Pacific Railroad standards at each rail crossing together with 2-foot wide hot-mix asphalt strips where the panels abut the replacement sidewalks.
- Installation of a new detectable warning surfaces within the replacement sidewalks in advance of the warning devices and consistent with Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities (ADAAG Figure R305.2.5) at both the northern and southern crossings.
- Removal and replacement of white “RXR” pavement legends and limit lines on Alvarado Street in accordance with Caltrans Standard Plan A24B, as well as installation of “KEEP CLEAR” pavement legends per Caltrans Standard Plan A24E between the limit lines and the rails to alert drivers.
- Relocation of R15-8 “Look” signage at approaches to the northern and southern crossings as well as installation of new R9-3bP “Use Crosswalk” signage to guide pedestrians per MUTCD standards. Installation of R8-8 “Do Not Stop on Tracks” signage to alert drivers per MUTCD standards.

5. Describe the public benefits to be achieved by the proposed alterations:

Skewed pedestrian crossings will be replaced with perpendicular crossings (one north of the crossing and one south) by way of new sidewalks with pedestrian handrails. Visually impaired pedestrians will encounter detectable warning surfaces in advance of the tracks. New CPUC Standard 8 assemblies (one on each side of the northern crossing and one on each side of the southern crossing) will complement the existing CPUC Standard 9 assemblies to warn pedestrians about an approaching train. Finally, enhanced pavement markings and new or relocated MUTCD signage will provide additional visual information to pedestrians and drivers who approach the rail crossing.

6. Explain why a separation of grades is not practicable:

A grade separation is currently cost-prohibitive because the right-of-way is constrained by adjacent urbanized development including buildings, utilities, and similar underground/above ground facilities in the immediate vicinity of this crossing.

7. Describe crossing warning devices

Current:	Northbound: CPUC Standard 9A assembly with separate crossing arm
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	<p>assembly on the Alvarado Street roadside (flashing lights facing both northbound and southbound).</p> <p>Southbound: CPUC Standard 9A assembly with separate crossing arm assembly on the Alvarado Street roadside (flashing lights facing both southbound and northbound).</p>
Proposed:	<p>Northbound: CPUC Standard 9A assembly with separate crossing arm assembly on the Alvarado Street roadside (flashing lights facing both northbound and southbound).</p> <p>Southbound: CPUC Standard 9A assembly with separate crossing arm assembly on the Alvarado Street roadside (flashing lights facing both southbound and northbound).</p> <p>At northern pedestrian crossing: Two CPUC Standard 8 assemblies (flashing lights on approach side and back lights visible from far side), one facing eastbound and one facing westbound.</p> <p>At southern pedestrian crossing: Two CPUC Standard 8 assemblies (flashing lights on approach side and back lights visible from far side), one facing eastbound and one facing westbound.</p>

8. Temporary Traffic Controls - Include a statement of temporary traffic controls to be provided during construction:

Traffic control provided during construction will be in conformance with California MUTCD Section 6G.18 “Work in the Vicinity of a Grade Crossing” which reads, in part,

“When grade crossings exist either within or in the vicinity of a TTC zone, lane restrictions, flagging, or other operations shall not create conditions where vehicles can be queued across the tracks.”

“Early coordination with the railroad company...should occur before works starts.”

Traffic control provided during construction will also be in conformance with California MUTCD Section 8A.08 “Temporary Traffic Control Zones” which reads, in part,

“When a grade crossing exists either within or in the vicinity of a temporary traffic control zone, lane restrictions, flagging...or other operations shall not be performed in a manner that would cause highway vehicles to stop on the railroad...tracks, unless a flagger or uniformed law enforcement officer is provided at the grade crossing to minimize the possibility of highway vehicles stopping on the tracks, even if automatic warning devices are in place.”

“Public and private agencies, including emergency services, businesses, and railroad...companies should meet to plan appropriate traffic detours and the necessary signing, marking, and flagging requirements for operations during temporary traffic control zone activities. Consideration should be given to the length of time that the grade crossing is to be closed, the type of rail...and highway traffic affected, the time of day, and the materials and techniques of repair.”

9. CEQA (Applicable only to grade-separation projects). If the project involves grade separation of an existing at grade crossing, then either a copy of the Notice of Exemption from CEQA or other factual evidence that the project is exempt from Public Resources Code Section 21080.13 must be provided.

The project does not involve a grade separation.

10. Signature

I, Michael Stella, am an employee of the City of San Leandro and authorized to sign this GO 88-B authorization request letter on its behalf.

Michael Stella, P.E., Principal Engineer

 8/31/2017

Typed Name and Title

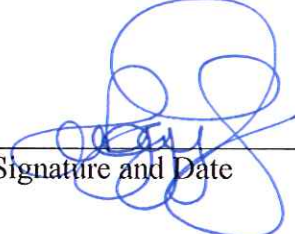
Signature and date

Attachments:

1. Exhibit A - Vicinity Map - Map of Immediate Vicinity on a scale of 50 to 200 ft/inch
2. Exhibit B - Engineering Drawings of improvements: San Leandro Tech Campus Alvarado Street Crossing: DOT# 912075T by Lea & Braze Engineering, Inc. (Job No. 2140132), 2 pages

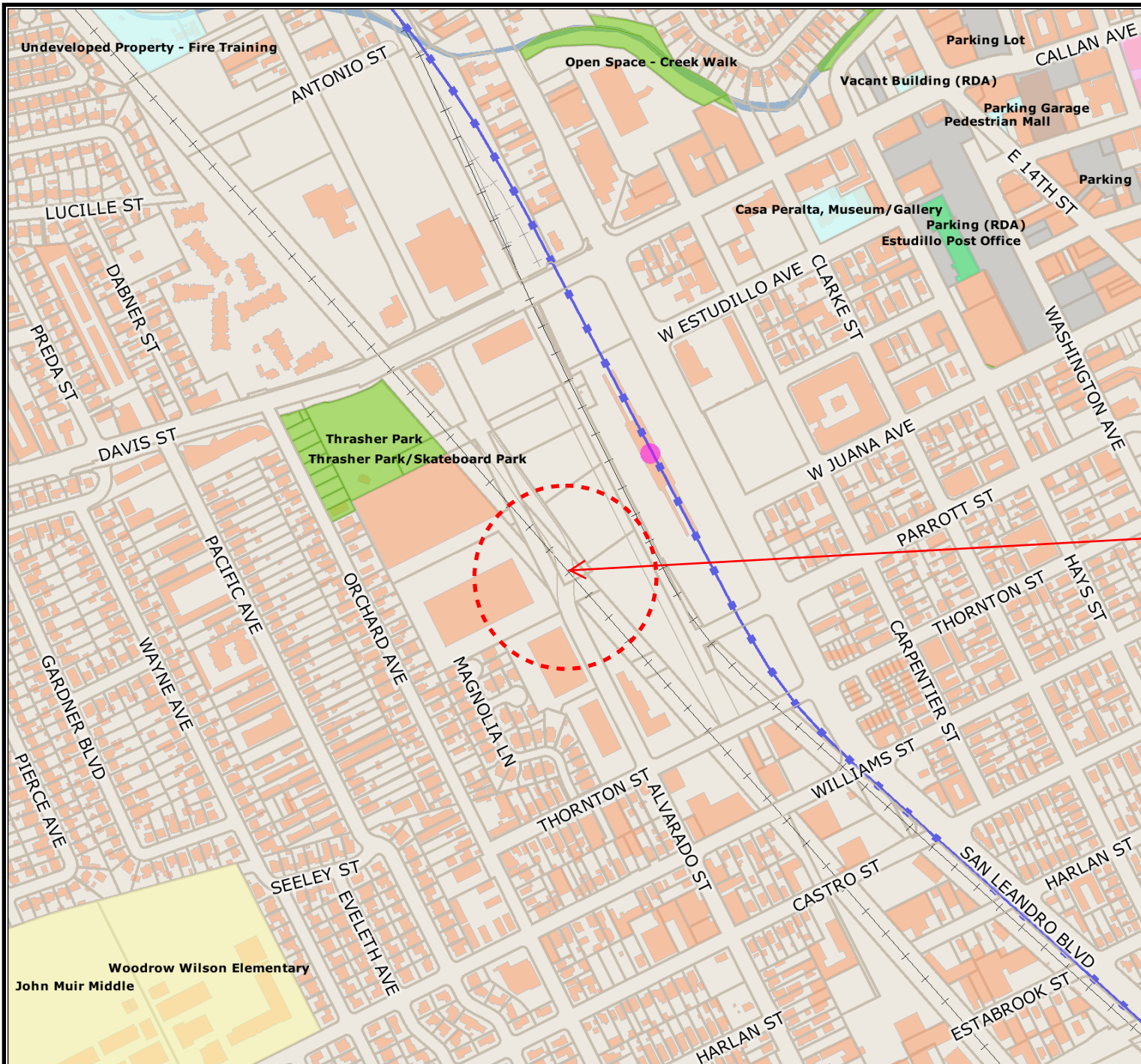
11. Evidence of Agreement:

I, Peggy Ygbuhay, am an employee of Union Pacific Railroad and authorized to sign this letter of agreement on its behalf, hereby declare that Union Pacific Railroad concurs with the proposed project described above.

Peggy Ygbuhay Sr Manager IPP  8/24/17
Typed Name and Title Signature and Date

10031 Foothills Blvd., Roseville, CA 95747
Address

Note: If there are additional interested parties, make additional copies of this page.



- Public Land**
- CITY FACILITY
 - FIRE STATION
 - HOSPITAL
 - LIBRARY
 - OPEN SPACE
 - PARKING
 - POST OFFICE
 - RESOLUTION
 - SCHOOL

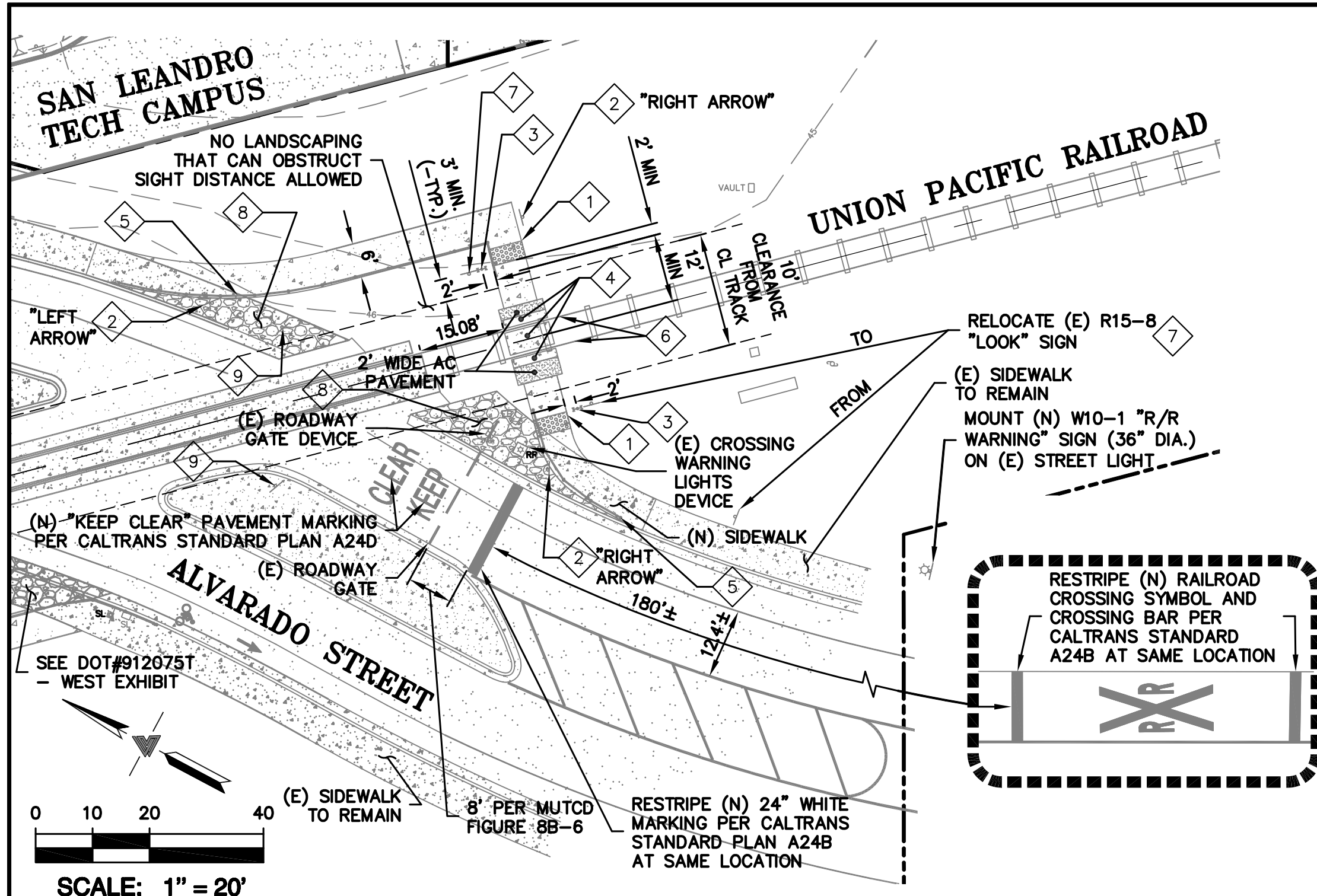
Crossing subject to this GO88B application



912075T Niles Subdivision, San Leandro California

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 City of San Leandro GIS
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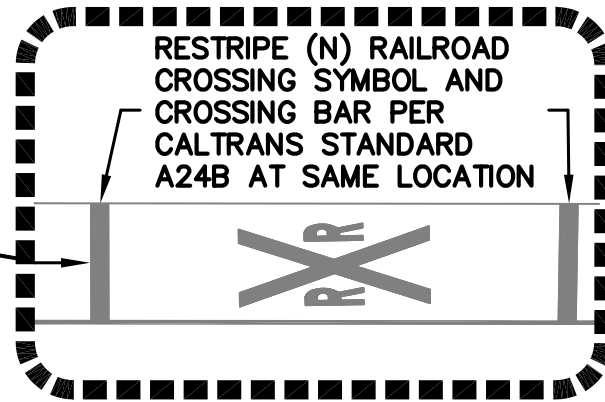




KEYNOTES


- 1 INSTALL DETECTABLE WARNING SURFACE (3' MIN.) PER CITY STANDARD
- 2 R9-3bP "USE CROSSWALK" SIGN
- 3 FLASHING-LIGHT SIGNAL ASSEMBLY FOR PEDESTRIAN CROSSING W/R15-1, SIGNS FOR BOTH DIRECTIONS, SEE NOTES BELOW. (WORK DONE BY UPRR)
- 4 PRECAST CONCRETE PANELS FOR 8' LONG CONCRETE TIES PER UNION PACIFIC DETAIL DRAWING NO. 200302. (WORK DONE BY UPRR)
- 5 42" PEDESTRIAN HANDRAIL.
- 6 (E) RAIL WELD. DO NOT OBSTRUCT WITH NEW CONCRETE PANEL
- 7 R15-8 "LOOK" SIGN TO BE INSTALLED BY CONTRACTOR ON SEPARATE POST.
- 8 REMOVE CONCRETE SIDEWALK & REPLACE WITH BALLAST ROCK. (E) CURB & GUTTER TO REMAIN
- 9 R8-8 "DO NOT STOP ON TRACKS SIGN" (24"X30")

- NOTE:**
- 1. FLASHING-LIGHT SIGNAL ASSEMBLY GROUND CLEARANCE SHALL BE 7.5 FT MIN. TO 9.5 FT MAX. AND 2 FT FROM EDGE OF SIDEWALK, REFER TO FIGURE 8C-4 OF 2012 MUTCD MANUAL.
 - 2. R15-8 GROUND CLEARANCE SHALL BE 7 FT MIN. AND NOT TO OBSTRUCT THE FLASHING LIGHT SIGNAL ASSEMBLY.
 - 3. REFER TO FIGURE 8C-4 FROM 2012 MUTCD.
 - 4. FLASHING LIGHT SIGNAL ASSEMBLY INSTALLED WITH BACK LIGHTS FOR PEDESTRIANS WHO APPROACH FROM THE NORTH.



Date 06-28-17
 Scale 1" = 20'
 Design By JC
 Drawn By NT
 Job No. 2140132

SAN LEANDRO TECH CAMPUS
 ALVARADO STREET CROSSING
 DOT #912075T-EAST
 SAN LEANDRO, CALIFORNIA



LEA & BRAZE ENGINEERING, INC.
 CIVIL ENGINEERS • LAND SURVEYORS

BAY AREA REGION 2495 INDUSTRIAL PKWY WEST HAYWARD, CALIFORNIA 94545 (P) (510) 887-4086 (F) (510) 887-3019	SACRAMENTO REGION 3017 DOUGLAS BLVD, # 300 ROSEVILLE, CA 95661 (P) (916)966-1338 (F) (916)797-7363
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WWW.LEABRAZE.COM

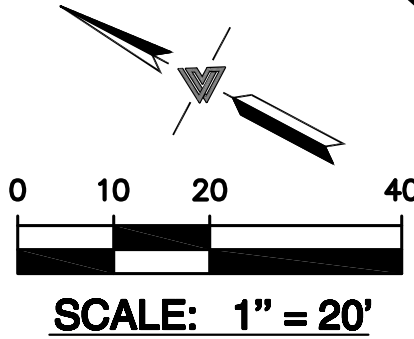
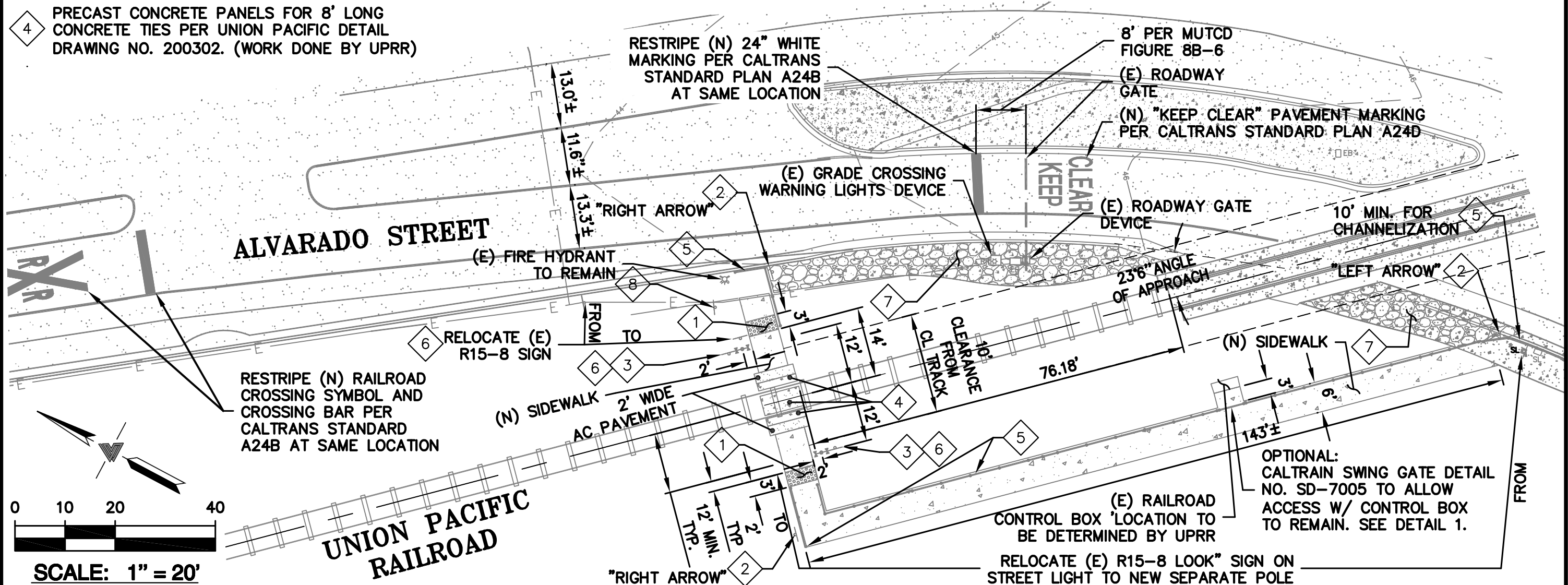
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Date 06-28-17
 Scale AS NOTED
 Design By JC
 Drawn By WM
 Job No. 2140132

SAN LEANDRO TECH CAMPUS
 ALVARADO STREET CROSSING
 DOT #912075T-WEST
 SAN LEANDRO, CALIFORNIA



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