



Legislation Details (With Text)

File #: 11-363 **Version:** 1 **Name:** Section 130
Type: Staff Report **Status:** Filed
In control: City Council
On agenda: 12/5/2011 **Final action:** 12/5/2011
Enactment date: **Enactment #:**

Title: Staff Report for Authorizing the City Manager to Enter into Service Contract No. 75LX204 with the State of California, Department of Transportation, for Funds from the At-Grade Highway Rail Crossing Program for the Hesperian Boulevard at Springlake Drive Railroad Crossing

Sponsors: Uchenna Udemezue

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
12/5/2011	1	City Council	Received and Filed	

Staff Report for Authorizing the City Manager to enter into Service Contract No. 75LX204 with the State of California, Department of Transportation, for funds from the At-Grade Highway Rail Crossing Program for the Hesperian Boulevard at Springlake Drive Railroad Crossing

RECOMMENDATIONS

Staff recommends that the City Council authorize the City Manager to enter into Service Contract No. 75LX204 with the State of California, Department of Transportation, for funds from the At-Grade Highway Rail Crossing Program authorized by Title 23, United States Code, Section 130, for the Hesperian Boulevard railroad crossing at Springlake Drive. This service contract provides grant funds to eliminate pedestrian hazards at the railroad crossing.

BACKGROUND

The California Public Utilities Commission (CPUC) regularly prioritizes improvements at railroad crossings based upon hazard potential. On January 20, 2010, City staff met with Union Pacific Railroad (UPRR), Alameda-Contra Costa Transit (AC Transit) and CPUC representatives to review the Hesperian Boulevard at-grade highway-rail crossing, CPUC No. 001D-17.50, DOT No. 749745L, near Springlake Drive. This crossing was selected for hazard elimination and safety improvements using Federal Section 130 funds. The Section 130 program is a federally funded program administered by Caltrans to reimburse the actual and direct costs of the design and construction of safety improvements at railroad crossings.

Analysis

Hesperian Boulevard is a six-lane principal arterial with an average of 32,000 daily vehicle trips at a posted speed limit of 40 MPH. There are on average 28 train crossings, including 16 AMTRACK

passenger trains at speeds up to 79 MPH. The track crosses the roadway at an approximately 45 degree angle. There is no recent history of train-vehicle collisions so the improvements will focus on pedestrian safety. The improvements will include: sidewalk construction; detectable warning surface installation; and crosswalk and bus stop relocation.

Upon execution of the contract the City will complete the following design and improvement items:

1. Construct 60 feet of sidewalk in the northeast quadrant.
2. Widen the sidewalk in the remaining quadrants to provide sufficient width in the area of the railroad warning devices.
3. Install detectable warning surfaces at each pedestrian approach to the track.
4. Install a crosswalk, associated signals and curb-ramps on the south leg of the intersection at Springlake Drive and eliminate the existing crosswalk, associated signals and curb ramps on the north leg of the intersection.

Execution of the contract will obligate the City to complete the improvements; including providing and furnishing all labor, materials and contracting required. Caltrans will be obligated to pay the actual allowable cost for design and construction incurred up to the limit of \$191,620, which is 100% of the estimated cost of the project.

Applicable General Plan Policies

Goal: 20 Interagency Coordination - Policy 20.06 Railroads.

Environmental Review

Environmental review will be completed and will be brought to the Council at the time of advertisement for construction bids.

Fiscal Impacts

This grant-funded project will cost \$191,620. Funding will be provided by Caltrans through the Section 130 Program, Title 23 USC, which does not require a local match.

Budget Authority

The project was identified and approved in the 2010 - 2011 Budget as the Pedestrian Safety Improvements at Railroad Crossings project, Account No. 150-38-325.

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