

CSJ Comments on PEPD Plans (general)

PROJECT: High Speed Rail San Jose to Merced Project Section

SUBMITTAL: Preliminary Engineering for Project Definition 1 (15% Plans - DRAFT - May 2017): Viaduct to Downtown Gilroy

DATE: January 2018

[Short Viaduct north of Diridon; Viaduct on Monterey]

No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
1	General Comment		ROW Impacts - Downtown Section	The new rail alignments significantly diverge from the existing rail corridor and have major ROW impacts, especially between 880 and 280. The negative impacts include: creation of two new at-grade railroad crossings north of Diridon, impact to existing businesses and residences, loss of land that is part of a planned ten million square foot Downtown/Diridon mixed use development, loss of tax revenues from displaced businesses, potential loss of industrial sector due to narrow opportunities to relocate in San Jose, diminished value to remaining land remnants due to break up of parcels and new viaduct structures, potential for blight in the widened rail corridor, bifurcation of residential neighborhoods by the viaduct structure from Diridon to 280, and degradation of transportation network especially for pedestrians and bicyclists due to shadows and structures introduced by the viaduct. Redesign footprint to be compact, by locating it within or adjacent to the existing rail corridor, or by shifting the existing rail corridor to be consolidated with the HSR alignment. Consider locating the Caltrain/UP tracks under the HSR viaduct and consider relocating CEMOF for the most compact rail corridor. In the sections of the viaduct that do not contain other infrastructure underneath it (e.g. roads, rail, facilities), allow for development beneath the viaduct in order to activate the space and mitigate the negative impacts mentioned above - City of San Jose does not find this alternative acceptable if empty space under the viaduct is not developable. Also, City has developed city-generated options (CGO) that differ from the HSR alternatives through San Jose; City urges HSR to work with City to refine the CGO and incorporate it into the HSR environmental process.
2	General Comment		Diridon Station	We understand that the planning and design of Diridon Station and the station area will be an extensive, integrated effort performed by multiagency stakeholders as a separate project or process. Therefore, City did not make extensive comments on the Draft PEPD regarding Diridon Station and station area.
3	General Comment		ROW Impacts - Monterey Section	The viaduct in the Monterey corridor will have negative impacts on the adjacent communities. City of San Jose is concerned that this alternative is being carried forward without having gone through the appropriate public review. The viaduct on Monterey was not part of the 2010 Program Level EIR, the 2010 Alternatives Analysis, the 2011 Supplemental Alternatives Analysis, or the 2012 draft Visual Design Guidelines. The 2016 HSR Business Plan mentioned the concept but said that it would be further defined in the environmental process. City previously requested an alternatives analysis be prepared for the San Jose segment since the May 5, 2011 HSR Board meeting deferred design recommendation on the San Jose segment until completion of the Visual Design Guidelines (which has not been updated). City encourages HSR to utilize the current Community Working Group (CWG) process to provide extensive detail on what this alternative will look like and to solicit feedback. Also, City has developed city-generated options (CGO) for Monterey corridor and the rest of the San Jose alignment; City urges HSR to work with City to refine the CGO and incorporate it into the HSR environmental process.
4	General Comment		Viaduct	What is HSR plan to address space under the viaduct? How will it address graffiti concern, safety concern, maintenance, etc.? What kind of land uses will be allowed under the viaduct? HSR structures and facilities should be designed in a way to prevent or minimize potential for "dead space", graffiti, homeless encampments, dark areas where people can hide, ability for others to climb the structure or fences around it.

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5	General Comment		Viaduct	Some sections show a "maintenance access" space on one or both sides of the HSR tracks or viaduct. For example, in the north Diridon area, a 15' potential maintenance access is shown outside of the drip line on both sides of the viaduct. Some cross-sections don't indicate any maintenance access. Can you clarify when maintenance access is and is not needed, how wide it needs to be, when it's needed on both sides, and why it's shown outside of the drip line of the viaduct rather than tucked under the structure? Some of these features exacerbate ROW impacts.
6	General Comment		Viaduct	What are the minimum vertical clearance requirements for the viaduct? Why is the viaduct higher than apparent minimum vertical clearances required? For example, in the Monterey corridor the viaduct crosses over intersections such as Branham where only 15' clearance is required but 27' clearance is shown. Why?
7	General Comment		Viaduct	The plans indicate that the viaduct column diameters are typically 14'-16'. Why are they so thick? The VTA Light Rail viaduct in Milpitas on Great Mall Parkway and Center Pointe Drive is 35' tall to top of rail and has 8' thick columns, for example. Why are the HSR viaduct columns considerably thicker even where the top of rail is similar at 40' tall?
8	General Comment		Viaduct	Why are the footings 36- to 55-foot square? Could they be designed smaller? That size of footing will result in major traffic impacts during construction. They also limit where utilities can be relocated.
9	General Comment		Viaduct	What determines the viaduct girder profile and thickness? For example, between Bents 6 and 7, the girder goes from about 25' thick at the columns to 15' thick in the middle. Between Bents 8 and 9 the girder is 30' thick the entire span, even though these columns are spaced closer together than Bents 6 and 7. Also, why is the girder profile arched between Bents 6 and 7 versus straight between Bents 8 and 9?
10	General Comment		OCS Pole	What is the height of the OCS pole to the top of the pole? What is the diameter of the OCS poles? What is the spacing of the OCS poles? Show this information on the plans.
11	General Comment		Drafting Design Standards	Design plans using City of San Jose standard design templates, linetypes, etc. available at http://www.sanjoseca.gov/index.aspx?NID=2247
12	General Comment		Roadway Design	Refer to the City of San Jose "Geometric Design Guidelines", "Complete Streets Guidelines" (available Feb 2018), and comments in this log for roadway design standards. See "Geometric Design Guidelines" section 3.5 Curb Knuckles, Cul-de-Sacs, and Alleys (i.e. for University Ave, Chestnut/Asbury, etc.) and section 3.6.3 Curb Returns for curb radii design. Roadway cross-sections and plan views are specifically provided for Monterey Rd in this comment package.
13	General Comment		Roadway Design	Maintain minimum vertical clearance per the following standards, whichever is greater: 1. Highway Design Manual Chapter 309.2 Vertical Clearance 2. HSR Technical Memorandum 1.1.10 High-Speed Equipment Structure Gauge & Drawing TM 1.1.21-A for Grade Separated Structures.
14	General Comment		Roadway Design	Maintain 5% maximum grade for city streets (i.e. Hedding, Almaden Rd, Curtner, etc.).
15	General Comment		Streetlights	On all City streets being impacted by HSR work directly, or indirectly as a result of other necessary improvements, street lighting shall be installed or improved to meet City standards in effect at time of construction; applicable standards include City of San Jose Public Streetlight Policy, Public Streetlight Design Guide, Downtown Streetlight Guide, and Public Works Standard Specifications and Details.

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16	General Comment		Signals and Communications	See City of San Jose Traffic Signal Design Notes, Specifications, and Drafting Standards at http://www.sanjoseca.gov/index.aspx?NID=2247 . All traffic signal design shall go through City review and permit process. Traffic signal activation shall follow City procedure - document available upon request.
17	General Comment		Signals and Communications	San Jose has requirements for contractors to perform tests at specific locations before, during, and after fiber optic work if fiber optic lines are impacted. Known Fiber Optic Testing locations and/or splice locations are as follows, subject to change: City of San Jose City Hall, Page Mill & Foothill Express Way Hub, Bascom & San Carlos, Stevens Creek & Winchester, Cupertino TOC, Campbell TMC, Los Gatos TMC, Bascom & Union, Santa Clara TOC, 1st & St James, Bascom & Scott, San Tomas & Central Expressway, Mae West (55 South Market), Southwest Hub (Curtner & Meridan), PD Sub Station, San Jose Animal Shelter on Monterey, South Hub (Cottle & Poughkeepsie), Fehren & Monterey, City National Civic (135 W San Carlos), San Jose Central Service Yard (1661 Senter), El Cajon & Senter, Southeast Hub (Aborn & White).
18	General Comment		Signals and Communications	HSR structure should not impede radio connections. Work with City staff to identify where radio connection paths will need to be modified. Relocate and install new equipment where required; this may also entail pulling wires and shutting down signals.
19	General Comment		SVRIA	Cameras and Security Systems should connect with Silicon Valley Regional Interoperability Authority (SVRIA).
20	General Comment		Security	When and how will practices, protocols, and arrangements regarding security, monitoring, emergency, incident management, etc. be established? SJPd and Fire have met with HSR Fire, Life, and Safety team, however these questions could not be answered, and we do not know the timeline for developing this. Our resources are limited and we need to anticipate how much our responsibilities are expected to be expanded.
21	General Comment		Utilities	Coordinate with SJ Water Company, Great Oaks Water Company, and City of Santa Clara. See SJ Muni water maps provided on 10/17/17 for potential conflicts. We think there are some recycled pipes crossing the rail corridor in City of Santa Clara. There may be conflicts with recycled water pipes, including by Grant St, Bernal Rd, and along Monterey Rd south of Bernal Rd - see South Bay Recycled Water maps provided on 10/17/17. Any utility impacts/relocations to Muni Water and Recycled Water must mitigate/restore service lateral connections including for domestic fire. Impacts to some Muni Water and Recycled Water pipes may require upsizing. Will HSR viaduct allow water pipes to be attached to the viaduct structure? Will Diridon Station utilize recycled water - this information will help us plan early.
22	General Comment		Viaduct	In some locations the viaduct is higher than the extension of a firetruck ladder. In the event of a fire on the tracks in between access points, how are emergency responders supposed to access the tracks?
23	General Comment		Column Foundation	How deep are the piles below the column pile cap?

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24	General Comment		Column Foundation	Please clarify where utilities can be located in relation to the viaduct column foundation. The plans indicate that the pile cap is at least 3' below the ground surface which may not be deep enough to accommodate utilities above it if allowed. The plans indicate that the pile cap ranges from 36' x 36' wide to 55' x 55' wide, with a 15' clearance around the pile cap in some cases, and a column spacing of 110' typically, but as low as 75'. This means that utilities may have relatively little space to be relocated in between pile caps. This will likely result in greater inefficiencies, more vulnerability to damage, and more cost for longer utility lines to be relocated around pile caps.
25	GE-B0004	15	Signals and Communications	<p>1) All Traffic signal communication, shall remain operable during construction.</p> <p style="margin-left: 20px;">A) Signals communicate over 3 medians: wireless, Copper, and Fiber.</p> <p style="margin-left: 20px;">B) All Copper (SIC) cables shall be protected or replaced depending on type of work</p> <p style="margin-left: 20px;">C) Monterey Rd has 2 traffic signal trunks, and will affect over 200 traffic signals. Signal communication shall be maintained.</p> <p>2) CSJ fiber optics provide network services to City Facilities. The fiber shall remain operable during construction. Provide a plan on how this will be accomplished.</p> <p>3) All fiber work shall meet City of San Jose Standards. This work will include testing at locations outside of the project footprint shown.</p> <p>4) Some testing locations will be at other agency facilities - see comment above.</p> <p>5) Due to ongoing need for CSJ fiber optics, testing locations may change.</p> <p>6) All signal communication at new traffic signals shall be fiber optics.</p> <p>7) All signal communication for modified traffic signals shall be connected to SIC or fiber- to be determined by City staff.</p> <p>8) Many conduits share multiple SIC or fiber optic cables.</p> <p>9) Prior to relocating any CSJ fiber optics, a minimum of a 4 week notice shall be given to coordinate testing and to minimize impact during relocation.</p> <p>10) All SIC that must be replaced shall be replaced between termination points. Some SIC cable lengths are as short as 250ft and some are as long as 5 miles.</p> <p>11) Any fiber damaged during project shall be replaced between butt splices. These splices may not be located within the project footprint shown. Locations of butt splices vary depending on cable</p>
26	General Comment		HSR Facilities	How will you mitigate aesthetic impacts of HSR Facilities (radio towers, substations, etc.)? Note that all of these structures will be subject to San Jose land use and planning review and approval process.
27	General Comment		Noise	What are the applicable Community Noise Equivalent Level (CNEL) regulations throughout the corridor, and how will you show compliance? Once the noise impacts are evaluated, work with the City on mitigation features/aesthetics/etc. to be included in the RFP for construction.
28	General Comment		Bike Facilities	Change term "Bike Path" to "Class I Bikeway / Trail" to reinforce the State and National guidance pertaining to these defined facilities.

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29	General Comment		Section Views	Finding Sections Views of the alignment in this document is challenging and will be difficult for the general public. Section views are shown in multiple, non-consecutive parts of the document. In Book 1, PDF pages 18-21 show dimensioned "Typical Sections" but do not indicate any stationing to know where these sections apply. Another set of sections are shown on PDF pages 88-103, also with no stationing, and with sections similar to the sections shown on pages 18-21. PDF pages 22-76 callout sections along the profile e.g. "Section M/Drawing No. ST-V0303", but it is difficult to find e.g. Drawing No. ST-V0303 in this 100+ page document since the Drawings are not in a numerical or alphabetical order. It is also confusing that on PDF pages 22-76, both section callouts on the plan and profile views use letter identifiers, but do not correspond to the same section. Could you re-organize pages/labels so that it is easy to accurately and quickly locate a section view? Can you add station limits where possible?
30	General Comment		Monterey Rd	The stationing for Monterey Rd is not shown on all the sheets - please update the sheets. As a result, note that we sometimes used HSR stationing in the comments below to reference a location that is actually on Monterey Rd.
31	General Comment		Utility Plans	Provide utilities sheets, or something analogous to better assist our reviewers in identifying utilities and conflicts. It is challenging to see utilities in the plans provided with all of the different layers.
32	General Comment		Geometrics	Provide geometrics sheets (Signs, Striping, and Markings) or something analogous to better assist our reviewers in identifying geometrics. It is challenging to see in the plans provided with all of the different layers.
33	GE-D0001	16	HSR Alignment	Clarify somewhere on this sheet and other sheets that the plans for the segment roughly between Diridon and Capitol Ex is not shown in Book 2 because there is only one alternative and the plans for it are shown in Book 1. It is not immediately obvious.
34	TT-D1027-JM	23	SJ Airport	Per SJ Airport letters to HSR (May 5, 2010 and May 23, 2016), be aware of Federal Aviation Regulations, Part 77, which will require FAA airspace review of all project structures that exceed the prescribed notification elevations.
35	TT-D1027-JM	23	SJ Airport	The viaduct including OCS poles appear to exceed San Jose Airport OEI (one engine inoperative) elevation from Taylor to Lenzen. See Attachment - Airport OEI . Have you coordinated with SJ Airport and how will you address this?
36	TT-D1027-JM	23	Newhall Maintenance Yard	What's the plan for Maintenance Yard? Clarify total number of tracks and who use the tracks.
37	TT-D1027-JM	23	UP Track	Why is a new UP track shown between the northern city limit and CEMOF? This adds more impact to an already impactful footprint.
38	TT-D1027-JM	23	Rail Corridor	North of CEMOF, Caltrain MT 2 and 3 and UPRR MT 1 are shown realigned to the east to facilitate HSR blending into Caltrain tracks. Only Caltrain MT 2 remains within the existing rail corridor footprint between CEMOF and McKendrie St. What happens to the remnant footprint and tracks west of Caltrain MT 2? Will the tracks be abandoned? Will the remnant land be made available for acquisition or redevelopment? Why is Caltrain MT 2 realigned easterly; this pushes HSR and the other rail tracks easterly, exacerbating ROW impact on the east side. Aligning it on the west side of the existing rail corridor could reduce the ROW impact caused on the east side.
39	TT-D1027-JM	23	Section	This sheet shows a section for station B2415+00 to B2425+00. The section shows 4 tracks on the east side of the viaduct (Caltrain MT 2, UPRR MT 1, and two more UP tracks), however the plan view only shows 3 tracks on the east side of the viaduct (Caltrain MT 2, UPRR MT 1, and one new UP track) - please clarify.

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40	TT-D1027-JM	23	PCEP	HSR viaduct and Union Pacific track by I-880 will be in conflict w/ planned Caltrain TPF site as part of the PCEP project.
41	TT-D1027-JM	23	PCEP	The proposed HSR Traction Power Substation near I-880 is adjacent to a proposed Caltrain substation as part of the Electrification project. Can HSR and Caltrain share one power station? This would reduce overall power station footprint and negative impacts to the community.
42	TT-D1027-JM	23	PCEP	Potential conflict with Caltrain electrification project near Hedding St. Caltrain proposed OCS pole locations could be impacted by HSR proposed viaduct. Please consult with Caltrain and refer to Caltrain 65% submittal plans for OCS Foundation and Pole Layouts.
43	TT-D1027-JM	23	Bellarmine	Are there any ROW takes from Bellarmine?
44	TT-D1027-JM	23	Bellarmine	Bellarmine utilizes two main drop-off areas, both of which help keep traffic off local residential streets. The first drop off area is accessed via Hedding/Elm intersection and the driveway to the west on Hedding St. The second drop off area is the parking lot at Emory St and Stockton Ave. What is the impact to these drop off areas during and after construction? How long will Hedding St underpass and the adjacent improvements be in construction? How will impacts be mitigated?
45	TT-D1027-JM	23	Bellarmine	Bellarmine leases the area under the existing Hedding St overcrossing for parking and storage. Will the new Bellarmine bridges over the proposed Hedding St undercrossing provide at least as much area as is currently provided to Bellarmine? What impacts will there be to this area during and after construction? How will they be mitigated?
46	TT-D1027-JM	23	Bellarmine	Has there been any public outreach regarding the proposed modification to Hedding?
47	TT-D1027-JM, ST-T1102-JM, CV-T1002-JM	23, 90, 109	Hedding	The typical section for Hedding on page 109 shows an embankment on the outside edges of Hedding with a 4:1 slope. Should this be sloping upwards instead of downwards? Also, how wide is the embankment, and is there a retaining wall at some point? Can you expand the section to show this information?
48	TT-D1027-JM, ST-T1102-JM, CV-T1002-JM	23, 90, 109	Hedding	Why are there two Bellarmine bridge structures as opposed to a single bridge? What does Bellarmine think of this? Who would maintain new Bellarmine bridge structures?
49	TT-D1027-JM, ST-T1102-JM, CV-T1002-JM	23, 90, 109	Hedding	During 6/14/17 technical coordination meeting with the City and 10/26/17 CWG meeting, HSR team described a new overcrossing for Hedding St, for the short viaduct alternative (as opposed to the new undercrossing shown in the PEPD plan). Please clarify what is proposed for Hedding. If a new overcrossing, please show plan, profiles, and cross-sections for the new overcrossing. Will the new overcrossing be taller and wider than the existing one?
50	TT-D1027-JM, ST-T1102-JM, CV-T1002-JM	23, 90, 109	Hedding	Rebuild Hedding St as an undercrossing, not overcrossing. Undercrossing is preferred because it reduces visual impact of an overcrossing in the air; it is easier for bicyclists to traverse; it results in less vehicular emissions compared to an overcrossing; it requires a smaller vertical clearance from the rail bridge compared to an overcrossing and thus conforms sooner, having less impacts to driveways and side streets. We understand that an undercrossing is feasible since it is proposed with the Long Viaduct Alternative.
51	TT-D1027-JM, ST-T1102-JM, CV-T1002-JM	23, 90, 109	Hedding	Hedding was repaved and re-stripped in 2017. Match new Hedding St Undercrossing to existing pavement design and conform ends to existing pavement design. City can provide plans upon request.

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52	TT-D1027-JM, CV-T1002-JM	23, 109	Hedding	Chestnut/Hedding appears depressed. How will the property on the east quadrant be accessed from the road? If access is not possible, what is the mitigation?
53	TT-D1027-JM, CV-T1002-JM	23, 109	Hedding/Chestnut	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
54	TT-D1027-JM, CV-T1002-JM	23, 109	Hedding/Coleman	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
55	TT-D1027-JM, CV-T1002-JM	23, 109	Hedding/Elm	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
56	TT-D1027-JM, CV-T1002-JM	23, 109	Stockton	Verify existing curb to curb width, it should be 56'. Provide 11' lane width on each direction as this is an industrial area and 9' minimum sidewalk up to Stockton Ave/McKendrie St Intersection. Install edgeline to define lane width and reserve space for future bike lanes.
57	TT-D1027-JM	23	College Park Caltrain Station	Add labels to the drawing to indicate elements of the reconfigured station. E.g. what are the two black hatched rectangles - platforms? What is the blue crossing on the west side - undercrossing under the platform? On the east side - tunnel through the HSR embankment?
58	TT-D1027-JM	23	College Park Caltrain Station	Provide pedestrian/bicyclist access to the Caltrain station platforms from Chestnut.
59	TT-D1027-JM	23	College Park Caltrain Station	Would it be better to move the westerly platform to the west side of the Caltrain track so that pedestrians going/coming from the west don't have to use the undercrossing?
60	TT-D1027-JM	23	College Park Caltrain Station	Did Caltrain review and approve new station? Caltrain 65% submittal plans for OCS Foundation and Pole Layouts does not indicate a potential new College Park Station Pedestrian Undercrossing on Dwg No 4210. Please consult with Caltrain and refer to Caltrain 65% submittal plans for OCS Foundation and Pole Layouts
61	TT-D1027-JM	23	Blended System	Indicate on the plans where the HSR-Caltrain blended system starts.
62	TT-D1027-JM, ST-V5101-JM, ST-T1102-JM, CV-T1003-JM	23, 87, 90, 110	Taylor	Taylor St UC is an east-west crossing across the train corridor with connections to downtown San Jose and the Guadalupe River trail one-half mile to the east. It is already subpar because of the bridge columns around the westbound left turn pocket, narrow sidewalks, and concrete embankments. The HSR plans propose to keep the existing rail bridge for only one Caltrain track and to add two new structures over Taylor: the HST viaduct and a new rail bridge for the realigned Caltrain and UP tracks. This is a significant change to the existing undercrossing and will negatively impact users, especially peds and bikes. Instead, build a new compact rail overcrossing and rebuild the entire street undercrossing with lighting and improved ped/bike facilities. Relocate or realign CEMOF as needed to make this work.
63	TT-D1027-JM, CV-T1003-JM	23, 110	Taylor	Provide 12' eastbound right turn lane.
64	TT-D1027-JM	23	Taylor/Stockton	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.

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65	TT-D1027-JM, CV-T1003-JM	23, 110	Taylor/Coleman	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
66	TT-D1027-JM	23	BART	Show BART facilities (e.g. ventilation shafts, etc.) on the plans so that we can understand what the area will look like with both BART and HSR facilities and provide appropriate comments.
67	TT-D1027-JM	23	BART	What are the potential conflicts with BART? How will you address the potential conflict between BART and new Hedding?
68	TT-D1027-JM	23	SJ Marketplace Driveway	How will you mitigate SJ Marketplace driveway closure on Taylor St?
69	TT-D1027-JM	23	TPF Substation	The callout says "Alternate". Is this Alternate 1, and is there an Alternate 2?
70	TT-D1028-JM	24	Signals and Communications	Relocate CSJ fiber optics. Cable shall be disconnected from Autumn & Julian, pulled back, then reinstalled in new conduits. See Attachment - ITS
71	TT-D1028-JM	24	Signals and Communications	Relocate CSJ SIC. The SIC shall be disconnected from Montgomery & Julian and pulled back. Relocate SIC cables between Autumn /Julian and Julian/Stockton. Cable shall be protected from any damage. See Attachment - ITS
72	TT-D1028-JM	24	Signals and Communications	Protect Fiber Optics and SIC Trunk Cables. See Attachment - ITS
73	TT-D1028-JM	24	SJ Marketplace Parking	Prior sheet shows 149 parking spaces lost. This sheet shows replacement of 95 spaces. Is that for SJ Marketplace? If so, what about the remaining 54 spaces? Also, the location of the new 95 spaces is overall located further away from the buildings than the eliminated spaces, and is an undesirable space between two rail corridors that will likely be underutilized by patrons. How will you mitigate?
74	TT-D1028-JM	24	RR X-ing @ Autumn	The realignment of the Lenzen Wye track impacts the railroad crossing control at Autumn. Show reconstruction of the railroad crossing control.
75	TT-D1028-JM	24	Lenzen Wye	The realignment of the Lenzen Wye tracks creates two new at-grade railroad crossings at Cinnabar and Montgomery. It also bisects the existing building there and chops up the parcel. Re-design this so that no new at-grade railroad crossings are created. Consider a scissors wye design to minimize rail footprint.
76	TT-D1028-JM	24	Montgomery	The extension of Montgomery St is curved and has columns on either side. This is not a safe travel way, and is not standard City practice for roadway design. Redesign.
77	TT-D1028-JM	24	Development Conflict	The realignment of the Lenzen Wye south track conflicts with a planned development on the west side of Autumn south of the tracks (Akattiff). City team provided Preliminary Review Application Plans (PRE17-116) to HSR Team on 7/11/17.
78	TT-D1028-JM	24	Development Conflict	There is a development conflict at UPRR/Autumn/Julian (Hudson). Proposed SB storage track encroaches into an approved development that has already started grading work. City team provided development plans (PD16-006) to HSR team on 9/28/16.
79	TT-D1028-JM	24	Development Conflict	Proposed ROW is encroaching onto the Car Wash property at The Alameda/Stockton. Need to coordinate with property owner.

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80	TT-D1028-JM	24	Storage Site	The realignment of the UP tracks goes through the storage facility building on the south side of Cinnabar. Is the replacement of 5000 SF of impacted storage meant to mitigate this? Wouldn't the track realignment cause the entire building to be eliminated? If so, the 5000 SF replacement storage does not make sense.
81	TT-D1028-JM, ST-V5101-JM	24, 87	Julian	Julian St UC is an east-west crossing across the train corridor with connections to downtown San Jose and the Guadalupe River trail one-half mile to the east. It is subpar because of missing sidewalk on one side and lack of bike facility. Adding a viaduct over it will make this undercrossing even more undesirable, especially to peds and bikes. Instead, build a single compact rail overcrossing and enhance the street undercrossing with lighting and improved ped/bike facilities. Relocate or realign CEMOF as needed to make this work.
82	TT-D1028-JM	24	Julian/Montgomery	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
83	TT-D1028-JM	24	Julian/Stockton	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
84	TT-D1028-JM	24	SAP Parking	Plan shows 99 parking spaces lost on SAP parking lot. How was this calculated? Does it include all the spaces west of the viaduct in the SAP lot? Mitigate the parking loss.
85	TT-D1028-JM	24	Cahill	This sheet shows the extension of Cahill to Park. Public streets shall be built to City standards.
86	TT-D1028-JM	24	Cahill/Park	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
87	TT-D1028-JM, ST-V5101-JM	24, 87	Santa Clara	Near Sta B2465+00, the viaduct columns are shown adjacent to the rail bridge over Santa Clara St. The footings are under the bridge. This is an old bridge and may not be able to withstand the construction, requiring a retrofit or replacement.
88	TT-D1028-JM, ST-V5101-JM	24, 87	Santa Clara	Santa Clara St UC is an east-west crossing across the train corridor with connections to downtown San Jose and the Guadalupe River trail one-half mile to the east. It is heavily used by peds and bikes due to downtown, the SAP Arena, Diridon Station, and businesses. The construction may compromise the structural integrity of the bridge. Also, the viaduct will negatively impact the undercrossing, especially for peds and bikes. How will you mitigate? Enhance the undercrossing with lighting and improved ped/bike facilities.
89	TT-D1028-JM	24	The Alameda/Stockton	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
90	TT-D1028-JM	24	The Alameda/Sunol	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
91	TT-D1028-JM	24	Santa Clara/Cahill	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
92	TT-D1028-JM	24	Santa Clara/Montgomery	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.

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93	TT-D1028-JM	24	Santa Clara/Autumn	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
94	TT-D1028-JM	24	BART	Near Sta B2467+00, the viaduct column footing appears to be about 5' away from the edge of the BART tunnel horizontally. How deep will the footing and piles be compared to the BART tunnel, and how will the viaduct be constructed without impacting the BART tunnel?
95	TT-D1028-JM	24	Diridon Station	The plans show a concourse level, a 4-track HSR platform above that, and 8' diameter columns through the existing Caltrain platforms. How will this be constructed without essentially rebuilding most or all of the existing station? How will existing services be kept running? Will the resulting Caltrain platforms meet code for width? How will ingress/egress onto the existing platforms be affected and mitigated?
96	TT-D1028-JM	24	San Fernando	With thousands of new users projected to access the station and station area, existing bike/ped routes will not be sufficient. The existing pedestrian tunnel under the station is currently constrained, dark, and circuitous. Expand and reconstruct the bike/ped access underneath Diridon, connecting San Fernando underneath the rail corridor and enhancing bike/ped capacity and features.
97	TT-D1028-JM, TT-D0301	24-25	Park	Where the viaduct crosses over Park, footing for the columns are within or too close to the buildings. How much separation should there be between the building and footing? How would the buildings be protected during construction?
98	TT-D1028-JM, TT-D0301	24-25	Viaduct	The viaduct girder is very thick, up to 30' thick, between Park Ave and Willow St. This will have a negative visual impact. How will you mitigate this? Will the public be engaged to improve visual aesthetics, such as in this case?
99	TT-D1028-JM	24	Development Conflict	Proposed HSR columns conflict with 5-6 story residential development planned at Park/McEvoy (Dupont Village). City team provided development plans to HSR team on 1/5/18.
100	TT-D1028-JM	24	Park	The viaduct columns impact existing and future developments on all four corners at Park. Park is oversized and can accommodate a reduced road cross-section which would allow some viaduct columns to be located in the existing City ROW, reducing impacts to the surrounding properties. City can provide more guidance on a reduced road cross-section pending work with partners on Diridon Station Area Plan.
101	TT-D1028-JM	24	Park	Missing CSJ storm drain system crossing under Park Ave to pumpstation located at SE quadrant.
102	TT-D1028-JM	24	Park/Sunol	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
103	TT-D1028-JM	24	Park/McEvoy	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
104	TT-D1028-JM	24	Park/Montgomery	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
105	TT-D1028-JM	24	Utilities	Cahill storm pump station is located at the southeast corner where the track crosses Santa Clara St. The location of the proposed pile cap supporting the viaduct is very close to this pump station. The plan does not call out the pump station. Revise plan drawings to show pump station location. Add following note to plans: "City shall have access to pump station during construction."

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106	TT-D1028-JM	24	Utilities	There is a storm pump station at the southeast corner of Park Avenue crossing the tracks. The plan does not call out the pump station. The design of the viaduct's foundation should consider the impact to the pump station. Revise plan drawings to show pump station location. Maintain City access to pump station during construction.
107	TT-D1028-JM	24	ATC Site	Extensive input on Diridon Station area will come later, including on the location of this ATC site.
108	TT-D0301	25	Signals and Communications	Relocate SV-ITS West Fiber Optics. The cable shall be disconnected from Park and Meridian, and pulled back to location unaffected by work. Then reinstalled in same conduits.
109	TT-D0301	25	Signals and Communications	Relocate TLSP Southwest fiber Optics. The cable shall be disconnected from Park and Meridian, and pulled back to location unaffected by work. Then reinstalled in same conduits.
110	TT-D0301	25	Signals and Communications	See Attachment - ITS for geographical layout of affected city fiber network
111	TT-D0301	25	Signals and Communications	Relocate 2 25-PR SIC cables between Sunol/Park and Bird/Park
112	TT-D0301	25	Signals and Communications	SIC cable, Relocate, protect, or replace. Between Montgomery/Bird and Bird/280
113	TT-D0301	25	Los Gatos Creek	Viaduct support structure within Los Gatos Creek. Impacts to biological resources.
114	TT-D0301	25	San Carlos	Proposed footing location will impact City's planline to realign San Carlos St. See Attachment - San Carlos . Modify HSR design so as not to preclude or conflict with planline.
115	TT-D0301	25	San Carlos	San Carlos St OC is an east-west crossing over the train corridor with connections to downtown San Jose and the Guadalupe River trail one-half mile to the east. It is subpar because of its steep grade and structural deficiencies. Construction of the viaduct could compromise the bridge's structural integrity. The viaduct will also make this overcrossing more undesirable to peds/bikes. How will you mitigate this?
116	TT-D0301	25	TCE	TCE is shown right between the edge of the viaduct and the edge of a building, for example see the NE corner of Montgomery/Auzerais. Does not seem realistic that the viaduct would be able to be constructed without affecting that parcel. Adjust TCE.
117	TT-D1028-JM	25	Development Conflict	SW Royal Ave and San Carlos, Orchard Supply site: City approved site development plans, H15-049 (https://www.sjpermits.org/permits/general/CHRIS.asp) for minor modifications to the existing building, including replacement of the façade, construction of a rear loading dock, removal of an existing parking lot, and the installation of new pavers, landscaping and other improvements on a 2.785-gross acre site
118	TT-D0301	25	San Carlos/Sunol	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
119	TT-D0301	25	San Carlos/McEvoy	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
120	TT-D0301	25	San Carlos/Dupont	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
121	TT-D0301	25	San Carlos/Royal	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.

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122	TT-D0301	25	San Carlos/Bird	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
123	TT-D0301	25	Utilities	There is a storm pump station at the southeast corner of Park Avenue crossing the tracks. The plan does not call out the pump station. The design of the viaduct's foundation should consider the impact to the pump station. Revise plan drawings to show pump station location. Maintain City access to pump station during construction.
124	TT-D0301	25	Bird	In the plan view of the viaduct over the interchange, the label "Montgomery St" at the crossing over I-280 is actually "Bird Ave". It does turn into Montgomery St farther north, so you don't need to change the label to the north.
125	TT-D0301	25	Development	Note there is a proposed development near the HSR alignment at the northeast corner of Lorraine and Montgomery. The proposal is for one 10-story and one 11-story tower containing 124 residential units total and ground-floor retail.
126	TT-D0301	25	Auzerais/Bird	Auzerais is an east-west street and bike route, and is part of a larger city-wide bike network. It already contains two at-grade railroad crossings within 4 blocks of the proposed HSR alignment. Bird is a north-south City Connector street that connects vehicles, peds, and bikes across I-280. HSR proposed 60-foot tall, 126-foot wide viaduct over the intersection with two 18-foot columns on each of the northwest and southeast corners of the intersection will make this intersection even more undesirable to peds/bikes. This is especially the case if the areas under the viaduct adjacent to the intersection are not developable per HSRA, i.e. dead space. How will you mitigate this? Enhance the street crossing with lighting.
127	TT-D0301	25	Auzerais/Bird	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Coordinate with City to conform to future Autumn Parkway Extension Project - Phase II.
128	TT-D0301	25	Column Crash Barriers	Show barrier between columns and travel way per HDM. And, have you coordinated with Caltrans?
129	TT-D0301, ST-T0301	25, 94	HSR Alignment	The viaduct is very high over the interchange due to clearance over the 280-87 ramps near Stations B91+00 and B95+00. Shifting the alignment southwesterly would place the viaduct over these ramps where they have lower elevation, allowing the viaduct to be lower in height. This would also have the benefit of flattening out the curve (better design speed) and less visual and noise impacts to the Gardner neighborhood.
130	TT-D0301	25	Community Impacts	Noise and aesthetic impacts from the viaduct structure over the interchange to the Greater Gardner community
131	TT-D0301	25	Guadalupe Creek	Viaduct support structure within Guadalupe Creek, biological issues.
132	TT-D0301, ST-T0301	25, 94	Guadalupe River Trail	Proposed alignment between Caltrain tracks and 280/87 Interchange appear to impact or cause loss of the Guadalupe River Trail. Maintain, improve, and construct new trails per the CSJ Reach 6 Master Plan: http://www.sanjoseca.gov/DocumentCenter/View/28017 <ul style="list-style-type: none"> The trail system is open from Woz Way to Virginia Street, along the west bank of the river. This trail is part of a 9-mile system between downtown and the SF Bay. It supports between 500,000 to 800,000 annual users per Trail Count data: http://www.sanjoseca.gov/index.aspx?NID=5205 Trail improvements from Woz Way to Virginia Street were developed upon Caltrans property and a Longitudinal Utility Easement Agreement supports long-term operations. (Copy available upon request). The trail system is not yet developed from Virginia Street to Willow Street, but the alignment is to follow the Reach 6 Master Plan

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No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
133	TT-D0301	25	Guadalupe River Trail	Section A doesn't appear to recognize that a levee structure defines the space between the Guadalupe River and Highway 87. Ideally, HSR would occur within the levee slopes. Limiting access or loss of the Guadalupe River Trail is not an acceptable outcome and cannot be mitigated.
134	TT-D0301	25	SR 87	In the Profile view, around Sta B90+00, the ramp is mislabeled "I-280 On Ramp"; this is an on-ramp to SR 87.
135	TT-D0301	25	SR 87	Columns may conflict with future SR 87 NB to I 280 ramp widening currently under study.
136	TT-D0301	25	Virginia	Virginia is among a handful of roads that connects the neighborhoods on the east and west sides of Hwy 87. The HSR viaduct is 55 feet to the bottom of the viaduct, 85 feet to the top of rail (30 feet thick), and 40 feet wide. This overhead structure will negatively impact the street especially for peds/bikes. How will you mitigate this? Enhance the street with lighting and enhanced ped/bike facilities.
137	TT-D0301	25	Virginia/Palm	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
138	TT-D0301	25	Virginia/Spencer	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
139	TT-D0401	26	Signals and Communications	Fiber optics and SIC along North side of Curtner. Protect in place, or relocated needed, based off type of work needed.
140	TT-D0401	26	Signals and Communications	VTA fiber optic connection.
141	TT-D0401	26	Utilities	At the crossing of West Alma and Almaden Road, the City has two storm pump stations. Both pump stations were not called out in the plans. Revise plan drawings to show pump station location. Maintain access to pump station during construction.
142	TT-D0401	26	Guadalupe River Trail	The columns by Willow Street will impact the future pedestrian overcrossing (Willow Calle Pedestrian Bridge) that connects Hwy 87 bikeway to Guadalupe River Trail per the Guadalupe River Trail Master Plan dated 6/13/17 (http://www.sanjoseca.gov/DocumentCenter/View/70280). Construct the trail connection between the 87 bikeway and the Guadalupe River Trail (Willow Calle Pedestrian Bridge).
143	TT-D0401	26	Willow	Per the City's 2017 Guadalupe River Trail Master Plan provided to HSRA staff (http://www.sanjoseca.gov/DocumentCenter/View/70280), report states Santa Clara Valley Water District and US Army Corps of Engineers have made significant advancements in flood control planning. Need to confirm with both agencies regarding planned channel improvements along Guadalupe River by Willow and Hwy 87.
144	TT-D0401	26	Willow	Willow is among a handful of roads that connects the neighborhoods on the east and west sides of Hwy 87 and the rail corridor. Hwy 87 and the Caltrain tracks cross over Willow within 200' of each other. Adding the 80-foot tall HSR viaduct over Willow in between these two bridges will negatively impact the street, especially for peds/bikes. How will you mitigate this? Enhance the street crossing with lighting and enhanced ped/bike facilities. Consider consolidating the rail crossings over Willow, perhaps by locating the viaduct over the at-grade rail bridge.
145	TT-D0401	26	Willow/Prevost	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
146	TT-D0401	26	Willow/Lick	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.

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No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
147	TT-D0401	26	87 Bikeway	The Highway 87 Bikeway extends to Willow Street and appears to be within the footprint of the future HSR columns. The columns would need sufficient set-back to accommodate the operations of the trail per Caltrans' Highway Design Manual.
148	TT-D0401, ST-T0301	26, 94	Tamien Station	HSR adds significant infrastructure in the Tamien Station area without any improvements to the existing deficiencies there. For example, the existing 87 Bikeway is squeezed between Hwy 87 and the rail station/corridor, having narrow widths, sharp curves, and poor sight distances. The HSR viaduct casts more shadows over the bikeway, and the columns add more vertical barriers to sight visibility on the bikeway. Also, the connection between Tamien Caltrain Station and the Tamien Light Rail Station lacks wayfinding features, real-time information, and seamless transfer. The HSR viaduct casts more shadows over the station platforms and pedestrian path between Caltrain and LRT stations. The HSR columns on the east side are located in an existing park and future planned TOD site. Construction will likely require rebuilding much of the Tamien Caltrain station and would put the bikeway, station, and freeway ramp out of service for an extended time. Consider incorporating a redesign of Tamien Station to improve some of the existing deficiencies and mitigate some of the negative impacts that the viaduct will cause.
149	TT-D0401, ST-T0301	26, 94	Tamien Park	A portion of Tamien Park (located east of the Tamien Station) recently opened. The park has further improvements including a walking/biking path leading to the station. The pathway appears to be impacted by column placement.
150	TT-D0401, ST-T0301	26, 94	Development Conflict	HSR columns encroach into VTA planned Tamien TOD development. VTA selected developer at their 4/6/17 Board Meeting. Coordinate with VTA.
151	TT-D0401	26	Section A-A	It looks like the west side footing got cut off in Section A. Also, why is the UP track on the left side shown with a catenary?
152	TT-D0401	26	Section B-B	The LRT tracks in the median of SR 87 are labeled as Caltrain Tracks, but these are VTA's LRT tracks.
153	TT-D0401	26	87 Bikeway	Shared Maintenance Road and Highway 87 Bikeway Trail: Ensure sufficient access needs for both the bikeway and maintenance vehicles so that the bikeway is not closed at any time. Maintenance vehicles pull-out parking zones recommended if routine maintenance is anticipated. Caltrans is believed to have underlying land ownership through the corridor, so ensure coordination on work in this area.
154	TT-D0401	26	87 Bikeway	The Highway 87 Bikeway Trail was built by Caltrans as a mitigation for loss of surface ped/bike access when Highway 87 Bikeway was constructed. Hwy 87 Freeway Maintenance Agmt indicates that the City is responsible for operations, but Caltrans still retains the "owner" role and is responsible for site improvements (other than routine maintenance). HSR needs to consult with Caltrans on the design plans.
155	TT-D0401	26	87 Bikeway	An existing joint use agreement between the State (Caltrans) and the City of San Jose permits use of the Bikeway for pedestrian/bicycle usage. HSR to coordinate an amended or new agreement to accommodate its joint use and additional functions along the bikeway if needed.
156	TT-D0401	26	87 Bikeway	Show dual maintenance access/Hwy 87 bikeway in more detail, if not on this sheet, on another sheet.
157	TT-D0401	26	87 Bikeway	Show width for the Hwy 87 bikeway/HSR maintenance access path.

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158	TT-D0401	26	87 Bikeway	We understand that the Bike Path is proposed to be widened and used as a dual maintenance path for HSR from B160+00 to B171+00 and B177+00 to B186+00. How are HSR maintenance vehicles proposed to enter/exit the path? How will the vehicles turn around at either end?
159	TT-D0402	26	87 Bikeway	Continue maintenance path to Unified Way
160	TT-D0401	26	Radio Site	Alternate Location 1 is located in between two parcels. The triangular parcel directly south of it appears to be a more ideal site because of its lower potential for redevelopment (being triangular in shape and being adjacent to Almaden Rd).
161	TT-D0401, ST-T0401	26, 95	ACE Bridge	There are callouts for Future ACE Bridges over Alma and Almaden Rd. Will these bridges be constructed as part of the HSR project? Why is it not shown on the section for Almaden Rd on PDF page 95?
162	TT-D0401, ST-T0301	26, 94	Alma	Alma is among a handful of roads that connects the neighborhoods on the east and west sides of Hwy 87 and the rail corridor. Hwy 87 and the Caltrain tracks cross over Alma within 100' of each other. Adding the HSR viaduct plus a new bridge for ACE in between these two bridges will negatively impact the crossing, especially for peds/bikes. The HSR viaduct is about 50 feet to the bottom of the viaduct, 70 feet to the top of rail (20 feet thick), and 43 feet wide. How will you mitigate this? Enhance the street crossing with lighting and enhanced ped/bike facilities. Consider consolidating and rebuilding the rail crossings over Alma, perhaps by locating the viaduct over the at-grade rail bridge.
163	TT-D0401	26	HSR Alignment	South of Alma, the viaduct is shown to descend to grade on the west side of the Caltrain/UPRR corridor and continue at-grade through Comm Hill until it nears the Monterey corridor where it ascends to a viaduct in order to cross over to the east side of the Caltrain/UPRR corridor. Have you considered realigning the Caltrain/UPRR corridor westerly in the area south of Alma, so that the HSR viaduct comes down to grade on the east side of that south of Alma? This would avoid the need for 6000' HSR viaduct section and 2600' HSR trench section south of Comm Hill in the alternative in which HSR is at-grade in the Monterey corridor.
164	TT-D0401	26	Future Rail Expansion	HSR appears to impact future Caltrain and Capitol Corridor expansion by taking up ROW that would have been used for new track between Tamien and CP Lick.
165	TT-D0401	26	Utilities	Will HSR or ACE relocate the City Alma Pump Station? Note: Currently there are no simulated capacity issues with the pump station and no deficiencies identified for the mains or pump with the 10-year storm City analysis. This analysis will need to be re-evaluated if the project proposes any additional flow to the pump station or mains.
166	TT-D0401	26	Alma/Lelong	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to: new signal, streetlights, communications, civil, pavement, striping, and signage.
167	TT-D0401	26	Alma/Lick	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
168	TT-D0401	26	Utilities	Show box culvert under HWY 87 that terminates at Hwy 87 bikeway near Sta B130+00
169	TT-D0401	26	Utilities	Caltrain has a pump station next to bikeway near Sta B130+75 . Water is pumped out by the box culvert.

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170	TT-D0401, ST-T0401	26, 95	Almaden Rd	Almaden Rd is among a handful of roads that cross Hwy 87 and the rail corridor. Hwy 87 and the Caltrain tracks cross over Almaden within 200' of each other. Adding the HSR bridge in between these two bridges will negatively impact the quality of the road undercrossing especially for bikes and peds. Consolidate the rail crossings over Almaden Rd, and call out the reconstruction of the Almaden Rd street undercrossing on this sheet which we understand is required to meet vertical clearance. Include plans, profiles, and cross-sections for Almaden Rd reconstruction. Enhance lighting and improve the ped/bike facility in the new undercrossing.
171	TT-D0401	26	Almaden Rd/San Jose	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
172	TT-D0401	26	Almaden Rd/Willow Glen	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
173	TT-D0401, ST-T0401	26, 95	Almaden Ex	Provide proposed cross-section per bridge widening.
174	TT-D0401	26	Luther Spur	Can the relocated Luther Spur Track be realigned so that it retains as much of the existing alignment as possible, and avoids ROW impacts?
175	TT-D0401	26	Luther Spur	Construct a new railroad crossing control at Stone Ave and coordinate with CPUC
176	TT-D0601	26	Aesthetics	Vent stacks supporting the subterranean section through Communications Hill may present an opportunity for "placemaking" and further support the visual character of this new neighborhood.
177	TT-D0601	26	SJ Unified Bus Yard	What is the impact to the SJ Unified School District Bus Yard just north of Curtner and how will it be mitigated?
178	TT-D0401, ST-T0401	26, 95	Curtner	Widen Curtner bridge from 4 to 6 lanes per the San Jose General Plan EIR Table 3.2-10. Provide 10' minimum lane width for no.1 and no.2 through lanes, 11' minimum for no. 3 through lane, 5' minimum for bike lane and 8' sidewalk, each direction, between Stone Ave and Unified Way, and conform back to existing condition. Coordinate with Communications Hill developer for fair share contribution.
179	TT-D0401	26	Curtner/87 Ramps	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
180	TT-D0401	26	Curtner/ Communication Hill- Stone	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
181	TT-D0401	26	TPF Parallel Station	This location just north of Curtner is still relatively close to residential neighborhoods. Instead, can this location be farther north in the triangular area just south of the Luther spur tracks- this area has very low redevelopment potential because of its shape and location, and it is surrounded by industrial land uses.
182	TT-D0601	27	Caltrain Realignment	Through Comm Hill, the HSR viaduct and Caltrain/UP tracks appear spaced far apart. For example Section A shows 38.75 feet (17+11.08+10.67) between CL Caltrain tracks and CL HSR tracks. Why do they need so much space? Can the two rail corridors be aligned closer together and share a maintenance path to avoid property impacts?
183	TT-D0601	27	Park Impacts	The subterranean section of Communications Hill may have parkland impacts. Provide more detail on the alignment through the hill. The renderings do not offer sufficient context to place this alignment within the hill's development and parkland sites.

CSJ Comments on PEPD Plans (general)

PROJECT: High Speed Rail San Jose to Merced Project Section

SUBMITTAL: Preliminary Engineering for Project Definition 1 (15% Plans - DRAFT - May 2017): Viaduct to Downtown Gilroy

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[Short Viaduct north of Diridon; Viaduct on Monterey]

No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
184	TT-D0601	27	Profile	On the Profile, Sta B211+00 to B270+00 says "Ballasted Track on Retained Fill". Is it supposed to say "...on Embankment" like it does in Book 2?
185	TT-D0601	27	Communications Hill	Alignment through Comm Hill will likely have impacts to biological resources and visual resources
186	TT-D0601	27	Communications Hill	Plans indicate existing pedestrian bridge over the tracks to be removed. Please clarify who will be removing the bridge (by this project or by Others?).
187	TT-D0601	27	Communications Hill Trail Connection	Construct the ped/bike bridge connecting the Shared-Use path and Capitol Caltrain station platform on the west side of Monterey Rd with the future trail network in Communications Hill (see design concepts in the September 2014 Communications Hill Specific Plan Area Development Policy). Coordinate with City and with Communications Hill developer on concept and fair share contribution.
188	TT-D0601	27	Communication Hills	CAD files for the Communication Hills development plans were provided to HSR on 10/11/16. Phase I is nearing completion and developer is preparing to start Phase II. The HSR infrastructure appear to conflict with Communications Hill planned development. Have you coordinated with Communications Hill developer, and how will you mitigate? Communication Hills development also has off-site transportation improvements along Unified Way. Refer to the September 2014 Communications Hill Specific Plan Area Development Policy that was provided to HSR on 8/24/16.
189	TT-D0601	27	Communication Hills	Near Sta B265+00, callout "HSR Storage Track" is not pointing to a line and I only see mainline HSR tracks. Please clarify.
190	TT-D0601	27	Communication Hills	By STA 266+00, plan states "Relocate Electric OH to UG". What are the start and end limits of the undergrounding?
191	TT-D0601	27	TPF Parallel Station	Alternate Location 2 is in an environmentally sensitive area plus a master planned Communications Hill community.
192	TT-D0602	28	Signals and Communications	Relocate CJS fiber optic and the 2 SIC cables. (1 cable is 25-PR and another 50-PR)
193	TT-D0602	28	Signals and Communications	Signals are connected to SIC. Signals communication shall remain operable during construction.
194	TT-D0602	28	Signals and Communications	CSJ fiber optics. Relocate cable.
195	TT-D0602	28	Viaduct	The viaduct girder is very thick, up to 25' thick, between Fehren and Rancho Dr. This will have a negative visual impact. How will you mitigate this? Will the public be engaged to improve visual aesthetics, such as in this case?
196	TT-D0602	28	Development Conflict	There is a planned development on the west side of Monterey Rd about 500' south of Esfahan Dr. This may conflict with proposed Monterey Rd lane reduction. City team provided development plans (H17-040) to HSR team on 10/17/16.
197	TT-D0602	28	Radio Site	The disadvantage of Alternate Location 1 is that it is in an area of high potential redevelopment due to the large footprint of undeveloped land and the Caltrain station being across the street. Alternate Location 2 may be better because it is located in a loop ramp which would never be developed otherwise. Any locations in loop ramps should be evaluated to ensure they don't obstruct driver line of sight though. Also, driveways must be min 150' away from nearest signalized intersection.
198	TT-D0602	28	Capitol Caltrain Station	The labels for the existing and temporarily relocated Caltrain station are missing.

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No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
199	TT-D0602, ST-V0601	28, 96	Capitol Caltrain Station	The plans show that the Capitol Caltrain station would be relocated southerly. How will users access the temporary station? Show proposed access on the plans. If HSR is in construction between the Caltrain station and Monterey Rd, won't this be a barrier for pedestrians to access the Caltrain station? Would a better location for a temporary station be just north of the existing one, where HSR will not be in construction between Caltrain and Monterey Rd? Also, coordinate with Caltrain to determine permanent Caltrain station location and incorporate access connection from the west side of the tracks, not just east.
200	TT-D0602	28	Monterey Rd	Starting the lane reduction on Monterey at Southside is not a good location because of the limited capacity of the side-street to carry the diverted traffic. Tully is a major road and may be a more appropriate place to start the lane reduction. TIA should study this.
201	TT-D0602 - TT-D0704	28-34	Monterey Rd	We understand that the construction of the HSR viaduct would require Monterey Rd to be reconfigured and rebuilt due to the large columns and foundations that need to be installed in and under the roadway. Monterey Rd has a unique context which warrants a close evaluation of the proposed roadway reconfiguration. For example, Monterey Rd has one of the highest traffic fatality rates in San Jose and has been designated as a priority "Vision Zero" corridor - see Attachment - Vision Zero . City of San Jose has also designated Monterey Rd as a "Grand Boulevard" in our 2040 General Plan which means that it should prioritize pedestrian, bike, and transit modes. Additionally, Monterey Rd is one of VTA's highest bus ridership corridors, and it is important that it continue to attract and serve transit riders, which supports San Jose's General Plan mode shift goals. The HSR plans for Monterey Rd do not reflect this: the roadway width is less than City Municipal code requirement for this type of roadway which affects the ability to provide adequate ped and bike facilities as well as be able to meet requirements for stormwater treatment. The bike facilities shown are not appropriate for this type of roadway traffic and speed, and no sidewalk is shown on the west side which is a barrier to pedestrian mobility and access to bus stops. Update plans to reflect City provided cross-sections for Monterey Rd. See Attachment - Monterey Geometrics . These cross-sections reflect our initial expectations that the landscape strips on the sides of the roadway would consist of bioretention for stormwater treatment and tree wells for aesthetics and shading; the median would contain trees for aesthetics and shading; the shared use path could be pervious asphalt; the roadway would slope towards the sides of the road, although some portion could slope towards the median to provide natural irrigation to the trees. <i>Work with City to further refine these design details.</i>
202	TT-D0602	28	Monterey Rd	Monterey Rd SB lanes are shown to shift east and then shift back west over a couple thousand feet in order to accommodate the straddle bent columns. The SB lanes appear to pass through two closely spaced columns. This design may not be acceptable, especially on a Vision Zero corridor with one of the highest fatality rates in San Jose. Redesign.
203	TT-D0602	28	Proposed Precast Site	The plans indicate that the existing quarry and drive-in theater are planned to become a HSR precast site. How much of these parcels does HSR intend on taking? Show complete parcel impacts in plans.
204	TT-D0602-3, ST-V0601-2	28-29, 96-97	Viaduct	The viaduct is up to 75' tall going over Capitol Ex and Blossom Hill. This has visual and noise impacts to the surrounding neighborhoods. Instead, depress Capitol Ex and Blossom Hill and reduce the height of the viaduct in order to reduce visual and noise impacts.
205	TT-D0602	28	Capitol Ex	Construct sidewalk on south side of Capitol Ex between Snell and Seven Trees Blvd.

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206	TT-D0602	28	Monterey/Tully	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
207	TT-D0602	28	Monterey/Old Tully	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
208	TT-D0602	28	Monterey/Umbarger	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
209	TT-D0602	28	Monterey/Montecito Vista	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
210	TT-D0602	28	Monterey/Montecito Vista	Note there are proposed developments on the west side of Monterey between Montecito Vista and Daylight Way.
211	TT-D0602	28	Monterey/Pullman	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
212	TT-D0602	28	Monterey/Lewis	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
213	TT-D0602	28	Monterey/Daylight	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
214	TT-D0602	28	Monterey/Southside	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
215	TT-D0602	28	Monterey/Fehren	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
216	TT-D0602	28	Monterey/Rancho	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
217	TT-D0602	28	Monterey/Capitol N	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
218	TT-D0602	28	Monterey/Capitol S	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Assume dual lefts from Monterey.

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219	TT-D0602	28	Monterey/Senter	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Assume dual lefts from Monterey.
220	TT-D0602	28	Monterey/Sta 71+00	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
221	TT-D0602	28	Monterey/Skyway	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Assume dual lefts from Monterey.
222	TT-D0602	28	Monterey/Skyway	Are there any ROW impacts to the Fire Station and South Service Yard on the northeast corner? If so, mitigate impact by reconfiguring Fire Station and Service Yard on remaining parcel. Coordinate design with City staff. Include 15% site plan layout as part of the environmental document. Ensure site needs are accommodated. Note existing Service Yard accommodates: 51 employees, 20 KSF shops/office/etc., 22 KSF stockpile/debris space, 13 KSF storage space, two vehicle wash bays, 2 vehicle fuel stations, 230 parking spaces. More detailed information about the site is available upon request.
223	TT-D0602	28	Monterey/Skyway	<p>Fire Station #18 is a drive through bay station- fire trucks currently enter from Skyway, drive to back to enter the apparatus bay. Site access to Fire Station must be maintained during construction, or temporary facilities will need to be set up elsewhere. If a temporary site is required, please identify a site which meets current Fire Station mandate to meet response times within 8 minutes. Temporary fire station site shall having following:</p> <ol style="list-style-type: none"> 1. Conditioned Trailer, 24 ft. x 60 ft. with 4 single bedrooms, min. of 2 bathrooms w/showers, office area, kitchen, dining area, living space, small storage room and laundry room. 2. Vehicle Tent/Canopy structure, 30 ft x 50 ft, minimum of 14 ft. high, for 2 engine vehicles. 3. Large shed of approx. 20 ft x 30 ft., for Equipment storage, Turn-out room, and workout equipment. All sheds and temporary buildings shall be designed to Essential facility requirements, i.e.. Importance Factor for Risk Category IV per ASCE 7-16. 4. Earthquake foundation shed, 100 SF. 5. Mobile/trailer structure will require a perimeter foundation system to set the structure on. Shed structures may require a slab foundation with hold-downs, and tent structure or fabric structures shall withstand wind forces.

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224	TT-D0602	28	Monterey/Skyway	<p>If fire station is impacted and a new station is required, permanent fire station site shall meet the following minimum requirements based on the City of San Jose Fire Department, Fire Facility Program, Volume III, Building and Site Requirements for Two Company Stations, approved on November 30, 2004:</p> <ol style="list-style-type: none"> 1. A minimum site size of 165 ft x 240 ft per Program requirement (Preferably 185 ft. x 250 ft). Site width may decrease by 14 ft. if property is located on a corner site and fire engine vehicles can enter from the side street. 2. Front apron must have a direct access to the street. Front apron should be a min. of 60 ft. long to accommodate current Fire Engine vehicles (Change from program requirement of 35 ft.). 3. Two Company Station should be a min. of 11,900 sf. 4. 24 hour access at all times. <p>Project shall coordinate fire station design plans with City team</p>
225	TT-D0602	28	UPRR X-ing @ Skyway	<p>The Viaduct alternative adds a new rail corridor to Monterey Rd which already has an existing rail corridor, but with no new benefits to the existing one which is old and not up to current safety standards at street crossings. Improve safety at existing at-grade railroad crossings by working with City, Caltrain, UPRR, CPUC, FRA, and other stakeholders to identify improvements and implement them as part of the Monterey Rd reconstruction portion of the HSR project.</p>
226	TT-D0602	28	Radio Site	<p>The disadvantage of Alternate Location 1 is that it is in an area of high potential redevelopment due to the large footprint of undeveloped land and the Caltrain station being across the street. Alternate Location 2 may be better because it is located in a loop ramp which would never be developed otherwise. Any locations in loop ramps should be evaluated to ensure they don't obstruct driver line of sight though. Also, driveways must be min 150' away from nearest signalized intersection.</p>
227	TT-D0602 - TT-D0704	28-34	Viaduct	<p>Please provide a study on viaduct shading on roadway and adjacent properties. In the study indicate the type of landscaping that would be viable in the median and sides of the road.</p>
228	TT-D0602 - TT-D0704	28-34	Viaduct	<p>Column spacing is generally 110' which typically means that the columns are located close to the noses at intersections. These columns are 15' in diameter. Columns potentially block visibility. Evaluate sight distances at uncontrolled crossings/movements. Relocate columns and other barriers to meet required sight distances.</p>
229	TT-D0602 TT-D0603 TT-D0604 TT-D0702	28-33	Utilities	<p>City maintains two major storm and sanitary culverts under Monterey Rd, a 54" sanitary line and xxx storm system. Will the Project impact these facilities? If so, plans need to show how these systems will be impacted. Provide more detail on the plan of how this line will be relocated, any temporary diversion, any temporary structure to be constructed, and the impact to our maintenance responsibility during construction.</p>
230	TT-D0603	29	Signals and Communications	<p>CSJ Fiber optics. Relocate cable</p>
231	TT-D0603	29	Signals and Communications	<p>Signals are connected to SIC. Signals communication shall remain operable during construction.</p>

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232	TT-D0603	29	Monterey/Valleyhaven	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
233	TT-D0603	29	Monterey/Branham	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Assume dual lefts from Monterey.
234	TT-D0603	29	Branham Library	Will the library building be impacted? If so, how will you mitigate?
235	TT-D0603	29	UPRR X-ing @Branham	The Viaduct alternative adds a new rail corridor to Monterey Rd which already has an existing rail corridor, but with no new benefits to the existing one which is old and not up to current safety standards at street crossings. Improve safety at existing at-grade railroad crossings by working with City, Caltrain, UPRR, CPUC, FRA, and other stakeholders to identify improvements and implement them as part of the Monterey Rd reconstruction portion of the HSR project.
236	TT-D0603	29	Monterey/Rice	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
237	TT-D0603	29	Monterey/Bougainvillea	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
238	TT-D0603	29	Monterey/Edenview	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
239	TT-D0603	29	Monterey/Chynoweth-Roeder	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Assume dual lefts from Monterey.
240	TT-D0603	29	UPRR X-ing @ Chynoweth-Roeder	The Viaduct alternative adds a new rail corridor to Monterey Rd which already has an existing rail corridor, but with no new benefits to the existing one which is old and not up to current safety standards at street crossings. Improve safety at existing at-grade railroad crossings by working with City, Caltrain, UPRR, CPUC, FRA, and other stakeholders to identify improvements and implement them as part of the Monterey Rd reconstruction portion of the HSR project.
241	TT-D0603	29	Chynoweth-Roeder	Provide Detail drawing of "Stairway To Track" at Roeder Rd near Sta B435+00
242	TT-D0603	29	Monterey/Sta B440+00	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
243	TT-D0603	29	Monterey/Blossom Hill N	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
244	TT-D0603	29	Blossom Hill	Call out a 12' Class I bikeway on the north side of Blossom Hill Rd WB ramp to Monterey Rd. The City will construct the bikeway per the US101/Blossom Hill PSR/PR. The Geometric Drawings was provided to HSR Team on 3/17/17.

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245	TT-D0603	29	Edenvale Garden Park	Edenvale Garden Park is proximate to the proposed HSR corridor just south of Branham lane on the west side of Saddlebrook Drive. For part of this distance there is no soundwall separating the park from HSR or the Monterey Hwy corridor. HSR will need to study the noise implications of increased rail usage on the park and may need to provide a sound wall or other appropriate mitigation in order, to comply with the City's Noise Element and avoid negative impacts to park users.
246	TT-D0604	30	Signals and Communications	Relocate SIC. Signal Communication must remain in operation during construction
247	TT-D0604	30	Signals and Communications	Signals are connected to SIC. Signals shall remain operable during constructions.
248	TT-D0604	30	Signals and Communications	CSJ Fiber optic cable
249	TT-D0604	30	Signals and Communications	Install conduit with fiber optic cable for DOT
250	TT-D0604	30	Great Oaks Blvd	Street name for the frontage road west of UPRR is Great Oaks Blvd not Tucson Way or Perimeter Road
251	TT-D0604	30	Xander's Crossing	Preserve architectural features. Label Xander's OC on the profile view.
252	TT-D0604	30	Monterey/Blossom Hill S	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
253	TT-D0604	30	Monterey SB Ramp to Blossom Hill	The existing ramp from SB Monterey to WB Blossom Hill will negatively impact peds and bikes using the future shared use path on the west side of Monterey Rd. Negative impacts include homeless encampment under the structure, graffiti, shadows, and conflict between peds/bikes on Monterey crossing in front of vehicles boarding the ramp. Consider removing this ramp and redirecting this movement of vehicular traffic through the signal and cloverleaf ramp just south of here to ensure an optimal experience for ped/bike on the future shared use path.
254	TT-D0604	30	Monterey/Monterey Plaza Dw (Sta B472+00)	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
255	TT-D0604	30	Monterey/Ford	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
256	TT-D0604	30	Monterey/Grandwell	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
257	TT-D0604	30	Monterey/Flintwell	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
258	TT-D0604	30	Monterey/Palmwell	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
259	TT-D0604	30	Monterey/Southlake	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
260	TT-D0604	30	Monterey/Tennant	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
261	TT-D0604	30	Xander's OC	Preserve architectural features. Label Xander's OC on the profile view.

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262	TT-D0604 - TT-D0701, ST-V0602	30-31, 97	SR85 and Bernal	The viaduct is up to 80' tall over SR 85 and Bernal. This has visual and noise impacts to the surrounding neighborhoods. Instead of going over SR 85, consider bringing the structure down to grade and going under SR 85. Then bring it back up to go over the signals at Bernal. Convert the Bernal overcrossing to an undercrossing so that the viaduct can achieve clearance over it. Instead of a 80' tall structure going through these neighborhoods, it could be a combination of at-grade and 40' tall viaduct.
263	TT-D0604	30	Viaduct	The viaduct girder is very thick, up to 25' thick, over Highway 85. This will have a negative visual impact. How will you mitigate this? Will the public be engaged to improve visual aesthetics, such as in this case?
264	TT-D0701	31	Signals and Communications	Install conduit with fiber optic cable for DOT
265	TT-D0701	31	Signals and Communications	Install Fiber Optic branch cable to traffic signal cabinet.
266	TT-D0701	31	Monterey/Sta B555+00	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
267	TT-D0701	31	Monterey N/Bernal	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
268	TT-D0701	31	Monterey S/Bernal	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Assume dual lefts from Monterey.
269	TT-D0701	31	Monterey/Monterey Cir	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
270	TT-D0701	31	Monterey/Rodling	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
271	TT-D0701	31	Monterey/Menard	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
272	TT-D0701	31	Monterey/Forsum	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
273	TT-D0701	31	Coyote Alamos Canal	This canal connects to Coyote Creek which was majorly flooded at this location in the 2017 winter storms. Coordinate with SCVWD to upgrade the canal with the Monterey Rd reconstruction.
274	TT-D0801	31	Coyote Alamos Canal	The City of San Jose – Department of Parks Recreation and Neighborhood Services has identified the Coyote Alamos Canal alignment as a future trail system for development. It has prepared feasibility studies and an engineering study to guide development of the system. Planning of the High Speed Rail alignment should consider Figure 3 and 4 as bridge alternatives studied to span over Monterey Highway. http://www.sanjoseca.gov/index.aspx?nid=2825 Design of the HSR should not preclude future trail development and its crossings.
275	TT-D0701	31	Coyote Creek Trail	Plans shows "realigned bike path" near Sta B635+00. The Coyote Creek Trail is a regional system operated by multiple agencies, and defined as part of the Bay Area Ridge Trail. HSR work in the area cannot constrain or impact operation of this regional trail system. Need to provide details and dimensions to ensure consistency and conformance with Caltrans Highway Design Manual Chapter 1000 and other guiding / regulatory documents.

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No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
276	TT-D0701	31	Coyote Creek Trail	Callout impacts to Coyote Creek Trail on the plan. The Coyote Creek Trail is a regional system operated by multiple agencies, and defined as part of the Bay Area Ridge Trail. HSR work in the area cannot constrain or impact operation of this regional trail system. How will this be mitigated?
277	TT-D0701	31	Coyote Creek Trail	Any encroachments onto the Coyote Creek Trail or other public parklands must follow the Federal 4f procedure.
278	TT-D0701	31	TPF Parallel Station	For Alternate Location 1, can you remove the driveway on Monterey Rd and instead provide site access via an easement from the adjacent property to Bernal Rd?
279	TT-D0701	31	TPF Parallel Station	Alternate Location 2 avoids using area that could be re-developed. Any locations in loop ramps should be evaluated to ensure they don't obstruct driver line of sight though. Also, driveways must be min 150' away from nearest signalized intersection.
280	TT-D0701-2	31-32	Radio Site	Alternate Location 1 is very close to residential neighborhood. Alternate Location 2 may be better being farther away from residential neighborhoods.
281	TT-D0702	32	Signals and Communications	Install Fiber Optic branch cable to traffic signal cabinet.
282	TT-D0702	32	Signals and Communications	Install conduit with fiber optic cable for DOT
283	TT-D0702	32	Signals and Communications	Install Fiber Optic branch cable to traffic signal cabinet.
284	TT-D0702	32	Development Conflict	Coordinate with the Peninsula Open Space Trust regarding land to the west of Monterey if impacts are anticipated.
285	TT-D0702	32	Wildlife	Retaining walls along this part of the alignment will impact wildlife corridors
286	TT-D0702	32	Metcalf Energy Center	Impacts to Calpine Metcalf Energy Center will require approval from CPUC
287	TT-D0702	32	Monterey/Metcalf	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
288	TT-D0702	32	Fisher Creek	Upgrade Fisher Creek culvert under UPRR to full build conditions per the Coyote Valley Research Park EIR (emailed document to HSR team on 5/31/17).
289	TT-D0702	32	Monterey/Blanchard	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
290	TT-D0702	32	Coyote Valley	Incorporate Coyote Valley entitled access plans (Master Planned Development Plans PDC84-094 and EIR Resolution 69957 were emailed to HSR team on 5/31/17) that included street network, general alignment, assumed E-W streets goes over Monterey.
291	TT-D0702	32	Coyote Creek Trail	Construct trail connection from the Blanchard signal to Coyote Creek Trail per Trail Network plan (http://www.sanjoseca.gov/DocumentCenter/View/9473).
292	TT-D0702	32	Development Conflict	Southwest corner of Blanchard Road and Monterey Road: Property owner submitted Site Development Permit (H15-61) for the construction of an approximately 414,000-square foot warehouse/distribution center on a 29.92 gross acre site. Information was provided to HSR on 8/28/16.

CSJ Comments on PEPD Plans (general)

PROJECT: High Speed Rail San Jose to Merced Project Section

SUBMITTAL: Preliminary Engineering for Project Definition 1 (15% Plans - DRAFT - May 2017): Viaduct to Downtown Gilroy

DATE: January 2018

[Short Viaduct north of Diridon; Viaduct on Monterey]

No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
293	TT-D0702	32	UPRR X-ing @ Blanchard	The Viaduct alternative adds a new rail corridor to Monterey Rd which already has an existing rail corridor, but with no new benefits to the existing one which is old and not up to current safety standards at street crossings. Improve safety at existing at-grade railroad crossings by working with City, Caltrain, UPRR, CPUC, FRA, and other stakeholders to identify improvements and implement them as part of the Monterey Rd reconstruction portion of the HSR project.
294	TT-D0702	32	UPRR X-ing @ Emado	The Viaduct alternative adds a new rail corridor to Monterey Rd which already has an existing rail corridor, but with no new benefits to the existing one which is old and not up to current safety standards at street crossings. Improve safety at existing at-grade railroad crossings by working with City, Caltrain, UPRR, CPUC, FRA, and other stakeholders to identify improvements and implement them as part of the Monterey Rd reconstruction portion of the HSR project.
295	TT-D0702	32	Monterey/Emado	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
296	TT-D0703	33	Signals and Communications	Install Fiber Optic branch cable to traffic signal cabinet.
297	TT-D0703	33	Signals and Communications	Install conduit with fiber optic cable for DOT
298	TT-D0703	33	Monterey N/Bailey	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
299	TT-D0703	33	Monterey S/Bailey	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
300	TT-D0703, ST-V0701	33, 98	Viaduct	The viaduct is up to 75' tall going over Bailey. This has an incredible visual and noise impact to the surrounding area. Instead, convert Bailey from an overcrossing to undercrossing and reduce the height of the viaduct in order to reduce visual and noise impacts.
301	TT-D0703	33	Bailey Charter School	What are the impacts to the Bailey Charter School? Will the site need to be reconfigured to restore parking and site circulation?
302	TT-D0703	33	Bailey Charter School	Monterey Rd ROW will likely shift into the existing school access road; show the new access road.
303	TT-D0703	33	Sta B743+00	What is the "Access/Egress" callout at Sta B743+00 referring to?
304	TT-D0703	33	Radio Site	Alternate Location 1 may be better than Location 2 because Location 1 is located within the loop ramp which would never be developed otherwise. Location 2 has potential to be developed. Any locations in loop ramps should be evaluated to ensure they don't obstruct driver line of sight though. Also, driveways must be min 150' away from nearest signalized intersection.
305	TT-D0703	33	Fisher Rd	"Fisher Rd" near Sta B780+00 is actually "Laguna Ave".
306	TT-D0704	34	Signals and Communications	Install conduit with fiber optic cable for DOT
307	TT-D0704	34	Monterey/Fox	Eliminate the at-grade crossing and provide alternate access to the property.
308	TT-D0704	34	UPRR X-ing @ Palm	The Viaduct alternative adds a new rail corridor to Monterey Rd which already has an existing rail corridor, but with no new benefits to the existing one which is old and not up to current safety standards at street crossings. Improve safety at existing at-grade railroad crossings by working with City, Caltrain, UPRR, CPUC, FRA, and other stakeholders to identify improvements and implement them as part of the Monterey Rd reconstruction portion of the HSR project.

CSJ Comments on PEPD Plans (general)

PROJECT: High Speed Rail San Jose to Merced Project Section

SUBMITTAL: Preliminary Engineering for Project Definition 1 (15% Plans - DRAFT - May 2017): Viaduct to Downtown Gilroy

DATE: January 2018

[Short Viaduct north of Diridon; Viaduct on Monterey]

No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
309	TT-D0704	34	Monterey/Palm	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
310	TT-D0704	34	TPF Switching Station	Alternate Location 2 seems preferable because it consolidates the TPF Station and Radio Site on one site. Also, it would be preferable to line up the site entrance with Palm Ave.
311	TT-D0704, CV-T0704	34, 104	Monterey Rd	NB Monterey Rd lanes are shown realigned 300 feet to the east before returning to the main alignment. The result is that it cuts through a mobile home park and creates a swath of "no mans land" in between the NB and SB directions. This is an unacceptable road design. Keep Monterey road adjacent to the existing alignment.
312	TT-D0704	34	HSR Alignment	South of Palm Ave, the Viaduct alignment is shown to veer easterly towards US-101. In the other Alternative, the At-Grade alignment remains on Monterey Rd into Morgan Hill. Are the alignments and alternatives interchangeable, i.e., is HSR also considering a Viaduct that remains on Monterey Rd into Morgan Hill? And an At-Grade that veers towards US-101 south of Palm Ave?
313	AR-C0101	77	Diridon Station	On the west side of the station, two staircases are shown to land in the sidewalk and/or VTA platform area. What are the dimensions of the staircase landing and where will it fit without compromising the sidewalk and/or platform?
314	AR-C0101	77	Diridon Station	Crandal Street and Stover Street alignments to the San Jose Diridon Station offer one of the few good routes between HSR and the Los Gatos Creek Trail. Alter these minor roadways to offer well-defined and highly visible connections to the trail network.
315	AR-C0101	77	Diridon Station	This and the next sheet show White St is closed to regular vehicular traffic. This would eliminate the only driveway access for the business on the west side of White St. How will you mitigate the impact?
316	AR-Y0101	80	Diridon Station	Should indicate space for TSA operations as it impacts circulation in and out of the San Jose Diridon Station.

CSJ Comments on PEPD Plans (general)

PROJECT: High Speed Rail San Jose to Merced Project Section

SUBMITTAL: Preliminary Engineering for Project Definition 2 (15% Plans - DRAFT - May 2017): Embankment to Downtown Gilroy

DATE: January 2018

[Long Viaduct north of Diridon; At-Grade on Monterey]

No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
1	General Comment		ROW Impacts - Downtown Section	The new rail alignments significantly diverge from the existing rail corridor and have major ROW impacts, especially between 880 and 280. The negative impacts include: creation of two new at-grade railroad crossings north of Diridon, impact to existing businesses and residences, loss of land that is part of a planned ten million square foot Downtown/Diridon mixed use development, loss of tax revenues from displaced businesses, potential loss of industrial sector due to narrow opportunities to relocate in San Jose, diminished value to remaining land remnants due to break up of parcels and new viaduct structures, potential for blight in the widened rail corridor, bifurcation of residential neighborhoods by the viaduct structure from Diridon to 280, and degradation of transportation network especially for pedestrians and bicyclists due to shadows and structures introduced by the viaduct. Redesign footprint to be compact, by locating it within or adjacent to the existing rail corridor, or by shifting the existing rail corridor to be consolidated with the HSR alignment. Consider locating the Caltrain/UP tracks under the HSR viaduct and consider relocating CEMOF for the most compact rail corridor. In the sections of the viaduct that do not contain other infrastructure underneath it (e.g. roads, rail, facilities), allow for development beneath the viaduct in order to activate the space and mitigate the negative impacts mentioned above - City of San Jose does not find this alternative acceptable if empty space under the viaduct is not developable. Also, City has developed city-generated options (CGO) that differ from the HSR alternatives through San Jose; City urges HSR to work with City to refine the CGO and incorporate it into the HSR environmental
2	General Comment		Diridon Station	We understand that the planning and design of Diridon Station and the station area will be an extensive, integrated effort performed by multiagency stakeholders as a separate project or process. Therefore, City did not make extensive comments on the Draft PEPD regarding Diridon Station and station area.
3	General Comment		ROW Impacts - Monterey Section	South of CP Lick, the HSR tracks are offset from the UPRR tracks by a larger distance than required for operations. We understand the intention is for HSR to stay outside of the UPRR ROW. However, the result is significant ROW impacts. In some segments, there appears to be ample space within the UPRR ROW that could accommodate some of the space needed for HSR. By not utilizing this space, Monterey Rd gets shifted eastward enough to result in loss of San Jose residences and businesses. This contradicts what San Jose originally envisioned from HSR At-grade alternative in the Monterey Corridor. To restate what San Jose DOT Director stated in a April 7, 2009 letter to HSR, "The preliminary design concept for the HST project through the southern part of San Jose (from Capitol Expressway to Morgan Hill) is based on the assumption of having the HST tracks located on right-of-way currently used by the Union Pacific Railroad and Monterey Highway. A compact design allowing four tracks (for HSR, Caltrain, and UPRR) and four-lanes on Monterey Highway (reduced from six-lanes) has the benefits of avoiding private property acquisition along the corridor." CSJ urges HSR to engage CalSTA for assistance and work with UPRR to share ROW in the Monterey corridor. Also, City has developed city-generated options (CGO) for Monterey corridor and the rest of the San Jose alignment; City urges HSR to work with City to refine the CGO and incorporate it into the HSR environmental process.
4	General Comment		Viaduct	What is HSR plan to address space under the viaduct? How will it address graffiti concern, safety concern, maintenance, etc.? What kind of land uses will be allowed under the viaduct? HSR structures and facilities should be designed in a way to prevent or minimize potential for "dead space", graffiti, homeless encampments, dark areas where people can hide, ability for others to climb the structure or fences around it.

CSJ Comments on PEPD Plans (general)

PROJECT: High Speed Rail San Jose to Merced Project Section

SUBMITTAL: Preliminary Engineering for Project Definition 2 (15% Plans - DRAFT - May 2017): Embankment to Downtown Gilroy

DATE: January 2018

[Long Viaduct north of Diridon; At-Grade on Monterey]

No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
5	General Comment		Viaduct	Some sections show a "maintenance access" space on one or both sides of the HSR tracks or viaduct. For example, in the north Diridon area, a 15' potential maintenance access is shown outside of the drip line on both sides of the viaduct. Some cross-sections don't indicate any maintenance access. Can you clarify when maintenance access is and is not needed, how wide it needs to be, when it's needed on both sides, and why it's shown outside of the drip line of the viaduct rather than tucked under the structure? Some of these features exacerbate ROW impacts.
6	General Comment		Viaduct	What are the minimum vertical clearance requirements for the viaduct? Why is the viaduct higher than apparent minimum vertical clearances required? For example, in the Monterey corridor the viaduct crosses over intersections such as Branham where only 15' clearance is required but 27' clearance is shown. Why?
7	General Comment		Viaduct	The plans indicate that the viaduct column diameters are typically 14'-16'. Why are they so thick? The VTA Light Rail viaduct in Milpitas on Great Mall Parkway and Center Pointe Drive is 35' tall to top of rail and has 8' thick columns, for example. Why are the HSR viaduct columns considerably thicker even where the top of rail is similar at 40' tall?
8	General Comment		Viaduct	What determines the viaduct girder profile and thickness? For example, between Bents 6 and 7, the girder goes from about 25' thick at the columns to 15' thick in the middle. Between Bents 8 and 9 the girder is 30' thick the entire span, even though these columns are spaced closer together than Bents 6 and 7. Also, why is the girder profile arched between Bents 6 and 7 versus straight between Bents 8 and 9?
9	General Comment		OCS Pole	What is the height of the OCS pole to the top of the pole? What is the diameter of the OCS poles? What is the spacing of the OCS poles? Show this information on the plans.
10	General Comment		Drafting Design Standards	Design plans using City of San Jose standard design templates, linetypes, etc. available at http://www.sanjoseca.gov/index.aspx?NID=2247
11	General Comment		Roadway Design	Refer to the City of San Jose "Geometric Design Guidelines", "Complete Streets Guidelines" (available Feb 2018), and comments in this log for roadway design standards. See "Geometric Design Guidelines" section 3.5 Curb Knuckles, Cul-de-Sacs, and Alleys (i.e. for University Ave, Chestnut/Asbury, etc.) and section 3.6.3 Curb Returns for curb radii design. Roadway cross-sections and plan views are specifically provided for Monterey Rd in this comment package.
12	General Comment		Roadway Design	Maintain minimum vertical clearance per the following standards, whichever is greater: 1. Highway Design Manual Chapter 309.2 Vertical Clearance 2. HSR Technical Memorandum 1.1.10 High-Speed Equipment Structure Gauge & Drawing TM 1.1.21-A for Grade Separated Structures.
13	General Comment		Roadway Design	Maintain 5% maximum grade for city streets (i.e. Hedding, Almaden Rd, Curtner, etc.).
14	General Comment		Streetlights	On all City streets being impacted by HSR work directly, or indirectly as a result of other necessary improvements, street lighting shall be installed or improved to meet City standards in effect at time of construction; applicable standards include City of San Jose Public Streetlight Policy, Public Streetlight Design Guide, Downtown Streetlight Guide, and Public Works Standard Specifications and Details.

CSJ Comments on PEPD Plans (general)

PROJECT: High Speed Rail San Jose to Merced Project Section

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No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
15	General Comment		Signals and Communications	See City of San Jose Traffic Signal Design Notes, Specifications, and Drafting Standards at http://www.sanjoseca.gov/index.aspx?NID=2247 . All traffic signal design shall go through City review and permit process. Traffic signal activation shall follow City procedure - document available upon request.
16	General Comment		Signals and Communications	San Jose has requirements for contractors to perform tests at specific locations before, during, and after fiber optic work if fiber optic lines are impacted. Known Fiber Optic Testing locations and/or splice locations are as follows, subject to change: City of San Jose City Hall, Page Mill & Foothill Express Way Hub, Bascom & San Carlos, Stevens Creek & Winchester, Cupertino TOC, Campbell TMC, Los Gatos TMC, Bascom & Union, Santa Clara TOC, 1st & St James, Bascom & Scott, San Tomas & Central Expressway, Mae West (55 South Market), Southwest Hub (Curtner & Meridan), PD Sub Station, San Jose Animal Shelter on Monterey, South Hub (Cottle & Poughkeepsie), Fehren & Monterey, City National Civic (135 W San Carlos), San Jose Central Service Yard (1661 Senter), El Cajon & Senter, Southeast Hub (Aborn & White).
17	General Comment		Signals and Communications	HSR structure should not impede radio connections. Work with City staff to identify where radio connection paths will need to be modified. Relocate and install new equipment where required; this may also entail pulling wires and shutting down signals.
18	General Comment		SVRIA	Cameras and Security Systems should connect with Silicon Valley Regional Interoperability Authority (SVRIA).
19	General Comment		Security	When and how will practices, protocols, and arrangements regarding security, monitoring, emergency, incident management, etc. be established? SJPD and Fire have met with HSR Fire, Life, and Safety team, however these questions could not be answered, and we do not know the timeline for developing this. Our resources are limited and we need to anticipate how much our responsibilities are expected to be expanded.
20	General Comment		Utilities	Coordinate with SJ Water Company, Great Oaks Water Company, and City of Santa Clara. See SJ Muni water maps provided on 10/17/17 for potential conflicts. We think there are some recycled pipes crossing the rail corridor in City of Santa Clara. There may be conflicts with recycled water pipes, including by Grant St, Bernal Rd, and along Monterey Rd south of Bernal Rd - see South Bay Recycled Water maps provided on 10/17/17. Any utility impacts/relocations to Muni Water and Recycled Water must mitigate/restore service lateral connections including for domestic fire. Impacts to some Muni Water and Recycled Water pipes may require upsizing. Will HSR viaduct allow water pipes to be attached to the viaduct structure? Will Diridon Station utilize recycled water - this information will help us plan early.
21	General Comment		Viaduct	In some locations the viaduct is higher than the extension of a firetruck ladder. In the event of a fire on the tracks in between access points, how are emergency responders supposed to access the tracks?
22	General Comment		Column Foundation	How deep are the piles below the column pile cap?

CSJ Comments on PEPD Plans (general)

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No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
23	General Comment		Column Foundation	Please clarify where utilities can be located in relation to the viaduct column foundation. The plans indicate that the pile cap is at least 3' below the ground surface which may not be deep enough to accommodate utilities above it if allowed. The plans indicate that the pile cap ranges from 36' x 36' wide to 55' x 55' wide, with a 15' clearance around the pile cap in some cases, and a column spacing of 110' typically, but as low as 75'. This means that utilities may have relatively little space to be relocated in between pile caps. This will likely result in greater inefficiencies, more vulnerability to damage, and more cost for longer utility lines to be relocated around pile caps.
24	General Comment		HSR Facilities	How will you mitigate aesthetic impacts of HSR Facilities (radio towers, substations, etc.)? Note that all of these structures will be subject to San Jose land use and planning review and approval process.
25	General Comment		Noise	What are the applicable Community Noise Equivalent Level (CNEL) regulations throughout the corridor, and how will you show compliance? Once the noise impacts are evaluated, work with the City on mitigation features/aesthetics/etc. to be included in the RFP for construction.
26	General Comment		Bike Facilities	Change term "Bike Path" to "Class I Bikeway / Trail" to reinforce the State and National guidance pertaining to these defined facilities.
27	General Comment		Section Views	Finding Sections Views of the alignment in this document is challenging and will be difficult for the general public. Section views are shown in multiple, non-consecutive parts of the document. In Book 1, PDF pages 18-21 show dimensioned "Typical Sections" but do not indicate any stationing to know where these sections apply. Another set of sections are shown on PDF pages 88-103, also with no stationing, and with sections similar to the sections shown on pages 18-21. PDF pages 22-76 callout sections along the profile e.g. "Section M/Drawing No. ST-V0303", but it is difficult to find e.g. Drawing No. ST-V0303 in this 100+ page document since the Drawings are not in a numerical or alphabetical order. It is also confusing that on PDF pages 22-76, both section callouts on the plan and profile views use letter identifiers, but do not correspond to the same section. Could you re-organize pages/labels so that it is easy to accurately and quickly locate a section view? Can you add station limits where possible?
28	General Comment		Monterey Rd	The stationing for Monterey Rd is not shown on all the sheets - please update the sheets. As a result, note that we sometimes used HSR stationing in the comments below to reference a location that is actually on Monterey Rd.
29	General Comment		Utility Plans	Provide utilities sheets, or something analogous to better assist our reviewers in identifying utilities and conflicts. It is challenging to see utilities in the plans provided with all of the different layers.
30	General Comment		Geometrics	Provide geometrics sheets (Signs, Striping, and Markings) or something analogous to better assist our reviewers in identifying geometrics. It is challenging to see in the plans provided with all of the different layers.
31	General Comment		HSR Alignment	Clarify somewhere that the plans for the segment roughly between Diridon and Capitol Ex is not shown in Book 2 because there is only one alternative and the plans for it are shown in Book 1. It is not immediately obvious.
32	TT-D2027-JM, ST-V5002-JM	3, 27	SJ Airport	Per SJ Airport letters to HSR (May 5, 2010 and May 23, 2016), be aware of Federal Aviation Regulations, Part 77, which will require FAA airspace review of all project structures that exceed the prescribed notification elevations.
33	TT-D2027-JM, ST-V5002-JM	3, 27	SJ Airport	The viaduct including OCS poles appear to exceed San Jose Airport OEI (one engine inoperative) elevation from Hedding to Emory. See Attachment - Airport OEI . Have you coordinated with SJ Airport and how will you address this?

CSJ Comments on PEPD Plans (general)

PROJECT: High Speed Rail San Jose to Merced Project Section

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No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
34	TT-D2027-JM	3	PCEP	HSR viaduct and Union Pacific track by I-880 will be in conflict w/ planned Caltrain TPF site as part of the PCEP project.
35	TT-D2027-JM	3	PCEP	The proposed HSR Traction Power Substation near I-880 is adjacent to a proposed Caltrain substation as part of the Electrification project. Can HSR and Caltrain share one power station? This would reduce overall power station footprint and negative impacts to the community.
36	TT-D2027-JM	3	PCEP	Potential conflict with Caltrain electrification project near Hedding St. Caltrain proposed OCS pole locations could be impacted by HSR proposed viaduct. Please consult with Caltrain and refer to Caltrain 65% submittal plans for OCS Foundation and Pole Layouts.
37	TT-D2027-JM	3	Bellarmine	Are there any ROW takes from Bellarmine?
38	TT-D2027-JM	3	Bellarmine	Bellarmine utilizes two main drop-off areas, both of which help keep traffic off local residential streets. The first drop off area is accessed via Hedding/Elm intersection and the driveway to the west on Hedding St. The second drop off area is the parking lot at Emory St and Stockton Ave. What is the impact to these drop off areas during and after construction? How long will Hedding St underpass and the adjacent improvements be in construction? How will impacts be mitigated?
39	TT-D2027-JM	3	Bellarmine	Bellarmine leases the area under the existing Hedding St overcrossing for parking and storage. Will the new Bellarmine bridges over the proposed Hedding St undercrossing provide at least as much area as is currently provided to Bellarmine? What impacts will there be to this area during and after construction? How will they be mitigated?
40	TT-D2027-JM	3	Hedding	Has there been any public outreach regarding the proposed modification to Hedding?
41	TT-D2027-JM, ST-V5002-JM, ST-T1003-JM, CV-T2005-JM	3, 27, 32, 44	Hedding	The typical section for Hedding on page 109 shows an embankment on the outside edges of Hedding with a 4:1 slope. Should this be sloping upwards instead of downwards? Also, how wide is the embankment, and is there a retaining wall at some point? Can you expand the section to show this information?
42	TT-D2027-JM, ST-V5002-JM, ST-T1003-JM, CV-T2005-JM	3, 27, 32, 44	Hedding	Why are there two Bellarmine bridge structures as opposed to a single bridge? What does Bellarmine think of this? Who would maintain new Bellarmine bridge structures?
43	TT-D2027-JM, ST-V5002-JM, ST-T1003-JM, CV-T2005-JM	3, 27, 32, 44	Hedding	Hedding was repaved and re-striped in 2017. Match new Hedding St Undercrossing to existing pavement design and conform ends to existing pavement design. City can provide plans upon request.
44	TT-D2027-JM, ST-V5002-JM, ST-T1003-JM, CV-T2005-JM	3, 27, 32, 44	Hedding	Chestnut/Hedding appears depressed. How will the property on the east quadrant be accessed from the road? If access is not possible, what is the mitigation?

CSJ Comments on PEPD Plans (general)

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No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
45	TT-D2027-JM, ST-V5002-JM, ST-T1003-JM, CV-T2005-JM	3, 27, 32, 44	Hedding/Chestnut	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
46	TT-D2027-JM, ST-V5002-JM, ST-T1003-JM, CV-T2005-JM	3, 27, 32, 44	Hedding/Coleman	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
47	TT-D2027-JM, ST-V5002-JM, ST-T1003-JM, CV-T2005-JM	3, 27, 32, 44	Hedding/Elm	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
48	TT-D2027-JM, CV-T2005-JM	3, 44	Stockton	Verify existing curb to curb width, it should be 56'. Provide 11' lane width on each direction as this is an industrial area and 9' minimum sidewalk up to Stockton Ave/McKendrie St Intersection. Install edgeline to define lane width and reserve space for future bike lanes.
49	TT-D2027-JM, ST-V5003-JM	3, 28	Taylor	Taylor St UC is an east-west crossing across the train corridor with connections to downtown San Jose and the Guadalupe River trail one-half mile to the east. It is already subpar because of the bridge columns around the westbound left turn pocket, narrow sidewalks, and concrete embankments. The HSR plans propose to add another structure over Taylor: the HST viaduct. This is a change to the existing undercrossing and will negatively impact users, especially peds and bikes. Instead, build a new compact rail overcrossing and enhance the street undercrossing with lighting and improved ped/bike facilities. Relocate or realign CEMOF as needed to make this work.
50	TT-D2027-JM, ST-V5003-JM	3, 28	Taylor	Provide 12' eastbound right lane.
51	TT-D2027-JM, ST-V5003-JM	3, 28	Taylor/Stockton	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
52	TT-D2027-JM, ST-V5003-JM	3, 28	Taylor/Coleman	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
53	TT-D2027-JM	3	BART	Show BART facilities (e.g. ventilation shafts, etc.) on the plans so that we can understand what the area will look like with both BART and HSR facilities and provide appropriate comments.
54	TT-D2027-JM	3	BART	What are the potential conflicts with BART? How will you address the potential conflict between BART and new Hedding?
55	TT-D2027-JM	3	TPF Substation	The callout says "Alternate". Is this Alternate 1, and is there an Alternate 2?
56	TT-D2028-JM	4	Signals and Communications	Relocate CSJ fiber optics. Cable shall be disconnected from Autumn & Julian, pulled back, then reinstalled in new conduits. See Attachment - ITS
57	TT-D2028-JM	4	Signals and Communications	Relocate CSJ SIC. The SIC shall be disconnected from Montgomery & Julian and pulled back. Relocate SIC cables between Autumn /Julian and Julian/Stockton. Cable shall be protected from any damage. See Attachment - ITS

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58	TT-D2028-JM	4	Signals and Communications	Protect Fiber Optics and SIC Trunk Cables. See Attachment - ITS
59	TT-D2028-JM	4	SJ Marketplace Parking	Prior sheet shows 54 parking spaces lost. This sheet shows replacement of 95 spaces. Is that for SJ Marketplace? The location of the new 95 spaces is overall located further away from the buildings than the eliminated spaces, and is an undesirable space between two rail corridors that will likely be underutilized by patrons. How will you mitigate?
60	TT-D2028-JM	4	RR X-ing @ Autumn	The realignment of the Lenzen Wye track impacts the railroad crossing control at Autumn. Show reconstruction of the railroad crossing control.
61	TT-D2028-JM	4	Lenzen Wye	The realignment of the Lenzen Wye tracks creates two new at-grade railroad crossings at Cinnabar and Montgomery. It also bisects the existing building there and chops up the parcel. Re-design this so that no new at-grade railroad crossings are created. Consider a scissors wye design to minimize rail footprint.
62	TT-D2028-JM	4	Montgomery	The extension of Montgomery St is curved and has columns on either side. This is not a safe travel way, and is not standard City practice for roadway design. Redesign.
63	TT-D2028-JM	4	Development Conflict	The realignment of the Lenzen Wye south track conflicts with a planned development on the west side of Autumn south of the tracks (Akattiff). City team provided Preliminary Review Application Plans (PRE17-116) to HSR Team on 7/11/17.
64	TT-D2028-JM	4	Development Conflict	There is a development conflict at UPRR/Autumn/Julian (Hudson). Proposed SB storage track encroaches into an approved development that has already started grading work. City team provided development plans (PD16-006) to HSR team on 9/28/16.
65	TT-D2028-JM	4	Development Conflict	Proposed ROW is encroaching into the Car Wash property at The Alameda/Stockton. Need to coordinate with property owner
66	TT-D2028-JM	4	Storage Site	The realignment of the UP tracks goes through the storage facility building on the south side of Cinnabar. Is the replacement of 5000 SF of impacted storage meant to mitigate this? Wouldn't the track realignment cause the entire building to be eliminated? If so, the 5000 SF replacement storage does not make sense.
67	TT-D2028-JM, ST-V5003-JM	4, 28	Julian	Julian St UC is an east-west crossing across the train corridor with connections to downtown San Jose and the Guadalupe River trail one-half mile to the east. It is subpar because of missing sidewalk on one side and lack of bike facility. Adding a viaduct over it will make this undercrossing even more undesirable, especially to peds and bikes. Instead, build a single compact rail overcrossing and enhance the street undercrossing with lighting and improved ped/bike facilities. Relocate or realign CEMOF as needed to make this work.
68	TT-D2028-JM, ST-V5003-JM	4, 28	Julian/Montgomery	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
69	TT-D2028-JM, ST-V5003-JM	4, 28	Julian/Stockton	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
70	TT-D2028-JM, ST-V5003-JM	4, 28	SAP Parking	Plan shows 99 parking spaces lost on SAP parking lot. How was this calculated? Does it include all the spaces west of the viaduct in the SAP lot? Mitigate the parking loss.
71	TT-D2028-JM	4	Cahill	This sheet shows the extension of Cahill to Park. Public streets shall be built to City standards.
72	TT-D2028-JM	4	Cahill/Park	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.

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73	TT-D2028-JM, ST-V5003-JM	4, 28	Santa Clara	Near Sta B2465+00, the viaduct columns are shown adjacent to the rail bridge over Santa Clara St. The footings are under the bridge. This is an old bridge and may not be able to withstand the construction, requiring a retrofit or replacement.
74	TT-D2028-JM, ST-V5003-JM	4, 28	Santa Clara	Santa Clara St UC is an east-west crossing across the train corridor with connections to downtown San Jose and the Guadalupe River trail one-half mile to the east. It is heavily used by peds and bikes due to downtown, the SAP Arena, Diridon Station, and businesses. The construction may compromise the structural integrity of the bridge. Also, the viaduct will negatively impact the undercrossing, especially for peds and bikes. How will you mitigate? Enhance the undercrossing with lighting and improved ped/bike facilities.
75	TT-D2028-JM, ST-V5003-JM	4, 28	The Alameda/Stockton	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
76	TT-D2028-JM, ST-V5003-JM	4, 28	The Alameda/Sunol	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
77	TT-D2028-JM, ST-V5003-JM	4, 28	Santa Clara/Cahill	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
78	TT-D2028-JM, ST-V5003-JM	4, 28	Santa Clara/Montgomery	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
79	TT-D2028-JM, ST-V5003-JM	4, 28	Santa Clara/Autumn	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
80	TT-D2028-JM	4	BART	Near Sta B2467+00, the viaduct column footing appears to be about 5' away from the edge of the BART tunnel horizontally. How deep will the footing and piles be compared to the BART tunnel, and how will the viaduct be constructed without impacting the BART tunnel?
81	TT-D2028-JM, ST-V5003-JM	4, 28	Diridon Station	The plans show a concourse level, a 4-track HSR platform above that, and 8' diameter columns through the existing Caltrain platforms. How will this be constructed without essentially rebuilding most or all of the existing station? How will existing services be kept running? Will the resulting Caltrain platforms meet code for width? How will ingress/egress onto the existing platforms be affected and mitigated?
82	TT-D2028-JM	4	San Fernando	With thousands of new users projected to access the station and station area, existing bike/ped routes will not be sufficient. The existing pedestrian tunnel under the station is currently constrained, dark, and circuitous. Expand and reconstruct the bike/ped access underneath Diridon, connecting San Fernando underneath the rail corridor and enhancing bike/ped capacity and features.
83	TT-D2028-JM	4	Park	Where the viaduct crosses over Park, footing for the columns are within or too close to the buildings. How much separation should there be between the building and footing? How would the buildings be protected during construction?
84	TT-D2028-JM	4	Development Conflict	Proposed HSR columns conflict with 5-6 story residential development planned at Park/McEvoy (Dupont Village). City team provided development plans to HSR team on 1/5/18.

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85	TT-D2028-JM	4	Park	The viaduct columns impact existing and future developments on all four corners at Park. Park is oversized and can accommodate a reduced road cross-section which would allow some viaduct columns to be located in the existing City ROW, reducing impacts to the surrounding properties. City can provide more guidance on a reduced road cross-section pending work with partners on Diridon Station Area Plan.
86	TT-D2028-JM	4	Park	Missing CSJ storm drain system crossing under Park Ave to pumpstation located at SE quadrant.
87	TT-D2028-JM	4	Park/Sunol	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
88	TT-D2028-JM	4	Park/McEvoy	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
89	TT-D2028-JM	4	Park/Montgomery	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
90	TT-D1028-JM	4	Utilities	Cahill storm pump station is located at the southeast corner where the track crosses Santa Clara St. The location of the proposed pile cap supporting the viaduct is very close to this pump station. The plan does not call out the pump station. Revise plan drawings to show pump station location. Add following note to plans: "City shall have access to pump station during construction."
91	TT-D1028-JM	4	Utilities	There is a storm pump station at the southeast corner of Park Avenue crossing the tracks. The plan does not call out the pump station. The design of the viaduct's foundation should consider the impact to the pump station. Revise plan drawings to show pump station location. Add following note to plans: "City shall maintain access to pump station during construction."
92	TT-D1028-JM	4	ATC Site	Extensive input on Diridon Station area will come later, including on the location of this ATC site.
93	TT-D1028-JM	4	Park Impacts	The subterranean section of Communications Hill may have parkland impacts. Provide more detail on the alignment through the hill. The renderings do not offer sufficient context to place this alignment within the hill's development and parkland sites.
94	TT-D0501	5	Profile	On the Profile, Sta B211+00 to B267+50 says "Ballasted Track on Embankment". Is it supposed to say "...on Retained Fill" like it does in Book 1?
95	TT-D0501	5	Communications Hill	Alignment through Comm Hill will likely have impacts to biological resources and visual resources
96	TT-D0501	5	Communications Hill	Plans indicate existing pedestrian bridge over the tracks to be removed. Please clarify who will be removing the bridge (by this project or by Others?).
97	TT-D0501	5	Communications Hill Trail Connection	Construct the ped/bike bridge connecting the Shared-Use path and Capitol Caltrain station platform on the west side of Monterey Rd with the future trail network in Communications Hill (see design concepts in the September 2014 Communications Hill Specific Plan Area Development Policy). Coordinate with City and with Communications Hill developer on concept and fair share contribution.

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98	TT-D0501	5	Communication Hills	CAD files for the Communication Hills development plans were provided to HSR on 10/11/16. Phase I is nearing completion and developer is preparing to start Phase II. The HSR infrastructure appear to conflict with Communications Hill planned development. Have you coordinated with Communications Hill developer, and how will you mitigate? Communication Hills development also has off-site transportation improvements along Unified Way. Refer to the September 2014 Communications Hill Specific Plan Area Development Policy that was provided to HSR on 8/24/16.
99	TT-D0501	5	Communication Hills	Near Sta B265+00, callout "HSR Storage Track" is not pointing to a line and I only see mainline HSR tracks. Please clarify.
100	TT-D0501	5	Communication Hills	By STA 266+00, plan states "Relocate Electric OH to UG". What are the start and end limits of the undergrounding?
101	TT-D0501	5	TPF Parallel Station	Alternate Location 2 is in an environmentally sensitive area plus a master planned community.
102	TT-D0501	5	Monterey/Montecito Vista	Note there are proposed developments on the west side of Monterey between Montecito Vista and Daylight Way.
103	TT-D0502-4, TT-D0801-5	6-13	Monterey Rd	We understand that the construction of the HSR at-grade would require Monterey Rd to be shifted easterly, and thus rebuilt and reconfigured. Monterey Rd has a unique context which warrants a close evaluation of the proposed roadway reconfiguration. For example, Monterey Rd has one of the highest traffic fatality rates in San Jose and has been designated as a priority "Vision Zero" corridor - see Attachment - Vision Zero . City of San Jose has also designated Monterey Rd as a "Grand Boulevard" in our 2040 General Plan which means that it should prioritize pedestrian, bike, and transit modes. Additionally, Monterey Rd is one of VTA's highest bus ridership corridors, and it is important that it continue to attract and serve transit riders, which supports San Jose's General Plan mode shift goals. The HSR plans for Monterey Rd do not reflect this: the roadway width is less than City Municipal code requirement for this type of roadway which affects the ability to provide adequate ped and bike facilities as well as be able to meet requirements for stormwater treatment. The bike facilities shown are not appropriate for this type of roadway traffic and speed, and no sidewalk is shown on the west side which is a barrier to pedestrian mobility and access to bus stops. Update plans to reflect City provided cross-sections for Monterey Rd. Update plans to reflect City provided cross-sections for Monterey Rd. See Attachment - Monterey Geometrics . These cross-sections reflect our initial expectations that the landscape strips on the sides of the roadway would consist of bioretention for stormwater treatment and tree wells for aesthetics and shading; the median would contain trees for aesthetics and shading; the shared use path could be pervious asphalt; the roadway would slope towards the sides of the road, although some portion could slope towards the median to provide natural irrigation to the trees. Work with City to further refine these design details.
104	TT-D0502-4, TT-D0801-5	6-13	Monterey Rd	We understand that some kind of fence or barrier will be installed between the HSR corridor and Monterey roadway to prevent people crossing onto the HSR tracks. Please work with City staff in the selection process for this fence or barrier.
105	TT-D0502	6	Monterey Rd	Starting the lane reduction on Monterey at Southside is not a good location because of the limited capacity of the side-street to carry the diverted traffic. Tully is a major road and may be a more appropriate place to start the lane reduction. TIA should study this.
106	TT-D0502	6	Development Conflict	There is a planned development on the west side of Monterey Rd about 500' south of Esfahan Dr. This may conflict with proposed Monterey Rd lane reduction. City team provided development plans (H17-040) to HSR team on 10/17/16.

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107	TT-D0502	6	HSR Alignment	South of Alma, the viaduct is shown to descend to grade on the west side of the Caltrain/UPRR corridor and continue at-grade through Comm Hill until it nears the Monterey corridor where it ascends to a viaduct in order to cross over to the east side of the Caltrain/UPRR corridor. Have you considered realigning the Caltrain/UPRR corridor westerly in the area south of Alma, so that the HSR viaduct comes down to grade on the east side of that south of Alma? This would avoid the need for 6000' HSR viaduct section and 2600' HSR trench section south of Comm Hill in the alternative in which HSR is at-grade in the Monterey corridor.
108	TT-D0502	6	HSR Alignment	Why does the viaduct descend into a 30'-deep trench south of Communications Hill? It goes under Capitol Ex, but why does it continue descending? Why can't it come back up to grade sooner?
109	TT-D0502	6	Radio Site	The disadvantage of Alternate Location 1 is that it is in an area of high potential redevelopment due to the large footprint of undeveloped land and the Caltrain station being across the street. Alternate Location 2 may be better because it is located in a loop ramp which would never be developed otherwise. Any locations in loop ramps should be evaluated to ensure they don't obstruct driver line of sight though. Also, driveways must be min 150' away from nearest signalized intersection.
110	TT-D0502. ST-V0501	6, 33	Capitol Caltrain Station	The plans show that the Capitol Caltrain station would be relocated southerly. How will users access the temporary station? Show proposed access on the plans. If HSR is in construction between the Caltrain station and Monterey Rd, won't this be a barrier for pedestrians to access the Caltrain station? Would a better location for a temporary station be just north of the existing one, where HSR will not be in construction between Caltrain and Monterey Rd? Also, coordinate with Caltrain to determine permanent Caltrain station location and incorporate access connection from the west side of the tracks, not just east.
111	TT-D0502	6	Staging Area	The plans indicate that the existing quarry is planned to become a HSR staging area. How much of this parcel does HSR intend on taking? Show complete parcel impacts in plans.
112	TT-D0502-4, TT-D0801-5	6-13	Monterey Rd	West-side shared-use path should remain at same level as HSR and cross over depressed intersections with option for users to ramp down to intersection (best serves long-distance users)
113	TT-D0502-4, TT-D0801-5	6-13	Monterey Rd	East-side shared-use path can transition with Monterey Rd down to/up from depressed intersections (best serves local access)
114	TT-D0502. ST-T0502	6, 35	Capitol Ex	Construct sidewalk on south side of Capitol Ex between Snell and Seven Trees Blvd.
115	TT-D0502	6	Monterey/Tully	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
116	TT-D0502	6	Monterey/Old Tully	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
117	TT-D0502	6	Monterey/Umbarger	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
118	TT-D0502	6	Monterey/Montecito	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.

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119	TT-D0502	6	Monterey/Pullman	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
120	TT-D0502	6	Monterey/Lewis	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
121	TT-D0502	6	Monterey/Daylight	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
122	TT-D0502	6	Monterey/Southside	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
123	TT-D0502	6	Monterey/Fehren	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
124	TT-D0502	6	Monterey/Rancho	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
125	TT-D0502	6	Monterey/Capitol N	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
126	TT-D0502	6	Monterey/Capitol S	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Assume dual lefts from Monterey.
127	TT-D0502	6	Monterey/Senter	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Assume dual lefts from Monterey.
128	TT-D0502	6	Monterey/Sta 71+00	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
129	TT-D0502	6	Monterey/Skyway	This northeast parcel contains Fire Station #18 and City Service Yard. Any changes to the site must take into account the impacts to the mobile home park just north of the site, for example re-alignment of Skyway and reconfiguration of facilities on the site.
130	TT-D0502, CV-T0501-2	6, 34, 45-46	Monterey/Skyway	Option A reduces accessibility for this site. It eliminates an existing driveway on Skyway and creates a circuitous route between Monterey Rd and the neighborhoods to the west. The remaining driveway is positioned where Skyway almost conforms to grade having Firetrucks turn into/out of this location raises concerns due to apron slope, sidewalk, street curb, street center crown, and street width.
131	TT-D0502, CV-T0501-2	6, 34, 45-46	Monterey/Skyway	For Option A, provide ped/bike access between the shared use paths on both sides of Monterey and the Skyway undercrossing.
132	TT-D0502, CV-T0501-2	6, 34, 45-46	Monterey/Skyway	Option A (Skyway is depressed under Monterey Rd) does not work for the Fire Station site because the firetruck cannot enter the driveway and make a U-turn into the apparatus bay from the new access point. In addition, fire station site cannot be on a blind corner, fire engine vehicles need to be seen by street vehicles from a distance. Relocate Fire Station on-site and reconfigure entire site. Move the Skyway loop ramp further north, to the site perimeter for a better design for this option.

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133	TT-D0502, CV-T0501-2	6, 34, 45-46	Monterey/Skyway	Option A reduces existing footprint of the site due to the new Skyway road alignment going through the site and possibly due to Monterey Rd shifting east into the site.
134	TT-D0502, CV-T0501-2	6, 34, 45-46	Monterey/Skyway	Option B (both Monterey and Skyway are depressed) does not work for the Fire Station because the firetruck cannot enter the driveway and make a U-turn into the apparatus bay from the new access point. Relocate Fire Station on-site and reconfigure entire site. Site would need three driveways, one large for the fire engine vehicles exiting, one for fire engines vehicles returning to station and going to the rear doors, and one driveway to be used by City's South Yard large maintenance vehicles.
135	TT-D0502	46	Monterey/Skyway	Option B - Profile for Monterey Rd shows that Monterey Rd conforms to grade near Sta 68+00. What happens to the existing driveways that are in between Sta 68+00 and the intersection, for example, the mobile home park driveway (that is their only access)? How will you mitigate the impacts?
136	TT-D0502, CV-T0501-2	6, 34, 45-46	Monterey/Skyway	Option B reduces accessibility for this site. It eliminates an existing driveway on Skyway. The remaining driveway is positioned where Skyway almost conforms to grade - having Firetrucks turn into/out of this location raises concerns due to apron slope, sidewalk, street curb, street center crown, and street width. Option B additionally precludes any new access points on Monterey.
137	TT-D0502, CV-T0501-2	6, 34, 45-46	Monterey/Skyway	HSR project impacts Fire Station and South Service Yard. Mitigate impact by reconfiguring Fire Station and Service Yard on remaining parcel. Coordinate design with City staff. Include 15% site plan layout as part of the environmental document. Ensure site needs are accommodated. Note existing Service Yard accommodates: 51 employees, 20 KSF shops/office/etc., 22 KSF stockpile/debris space, 13 KSF storage space, two vehicle wash bays, 2 vehicle fuel stations, 230 parking spaces. More detailed information about the site is available upon request.
138	CV-T0501 CV-T0502	6, 34, 45-46	Monterey/Skyway	<p>Fire Station #18 is a drive through bay station- fire trucks currently enter from Skyway, drive to back to enter the apparatus bay. Site access to Fire Station must be maintained during construction, or temporary facilities will need to be set up elsewhere. If a temporary site is required, please identify a site which meets current Fire Station mandate to meet response times within 8 minutes. Temporary fire station site shall having following:</p> <ol style="list-style-type: none"> 1. Conditioned Trailer, 24 ft. x 60 ft. with 4 single bedrooms, min. of 2 bathrooms w/showers, office area, kitchen, dining area, living space, small storage room and laundry room. 2. Vehicle Tent/Canopy structure, 30 ft x 50 ft, minimum of 14 ft. high, for 2 engine vehicles. 3. Large shed of approx. 20 ft x 30 ft., for Equipment storage, Turn-out room, and workout equipment. All sheds,, and temporary buildings shall be designed to Essential facility requirements, i.e.. Importance Factor for Risk Category IV per ASCE 7-16. 4. Earthquake foundation shed, 100 SF. 5. Mobile/trailer structure will require a perimeter foundation system to set the structure on. Shed structures may require a slab foundation with hold-downs, and tent structure or fabric structures shall withstand wind forces.

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139	CV-T0501 CV-T0502	6, 34, 45-46	Monterey/Skyway	<p>Permanent fire station site shall meet the following minimum requirements based on the City of San Jose Fire Department, Fire Facility Program, Volume III, Building and Site Requirements for Two Company Stations, approved on November 30, 2004:</p> <ol style="list-style-type: none"> 1. A minimum site size of 165 ft x 240 ft per Program requirement (Preferably 185 ft. x 250 ft). Site width may decrease by 14 ft. if property is located on a corner site and fire engine vehicles can enter from the side street. 2. Front apron must have a direct access to the street. Front apron should be a min. of 60 ft. long to accommodate current Fire Engine vehicles (Change from program requirement of 35 ft.). 3. Two Company Station should be a min. of 11,900 sf. 4. 24 hour access at all times. <p>Project shall coordinate fire station design plans with City team</p>
140	CV-T0501 CV-T0502	6, 34, 45-46	Monterey/Skyway	<p>The proposed grade separation shows bottom of intersection approximately 34' below the original ground surface with retaining walls at least this high at the intersection. This will negatively impact pedestrians and bicyclists traveling through the intersection. How will you mitigate this? For both Options A and B, enhance the street undercrossing with lighting. For Option B, design the west-side shared use path to provide both options to users: 1) continue along Monterey at grade and cross over depressed intersections, 2) ramp down to intersection. The east-side shared-use path should transition down/up with Monterey Rd to/from the depressed intersection.</p>
141	TT-D0602-4 TT-D0701-4	6, 34, 45-46	Emergency Response	<p>Union Pacific is landlocked between the residential sound wall and HSR corridor. If a freight train derailed or there's a fire along the freight line, what's the security plan? Who will monitor rail corridor and communicate with SJPD or Fire? If there's an emergency, how can SJFD get access to freight corridor? Will there be water for SJFD to connect to? Where are the locations of water connections? HSR may also be landlocked between a soundwall on one side and a crash barrier on the other - same questions apply.</p>
142	TT-D0502	6, 45-46	Skyway/Houndshaven	<p>Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Include left-turn pockets on Skyway.</p>
143	TT-D0502	6, 45-46	Skyway/Pinon	<p>Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.</p>
144	TT-D0602 TT-D0603 TT-D0604 TT-D0702 TT-D0703	6-13	Utilities	<p>City maintains two major storm and sanitary culverts under Monterey Rd, a 54" sanitary line and xxx storm system. Will the Project impact these facilities? If so, plans need to show how these systems will be impacted. Provide more detail on the plan of how this line will be relocated, any temporary diversion, any temporary structure to be constructed, and the impact to our maintenance responsibility during construction.</p>
145	TT-D0503	7	Signals and Communications	<p>Signals are connected to SIC. Signals shall remain operable during constructions.</p>
146	TT-D0503	7	Signals and Communications	<p>Relocate CSJ Fiber Optic and SIC cables and conduits</p>
147	TT-D0503	7	Signals and Communications	<p>CSJ Fiber optics. Relocate cable</p>
148	TT-D0503	7	Monterey/Valleyhaven	<p>Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.</p>

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No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
149	TT-D0503	7, 34, 47	Monterey/Branham	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Assume dual lefts from Monterey.
150	TT-D0503	7, 34, 47	Monterey/Branham	The proposed grade separation shows bottom of intersection approximately 34' below the original ground surface with retaining walls at least this high at the intersection. This will negatively impact pedestrians and bicyclists traveling through the intersection. How will you mitigate this? Enhance the street undercrossing with lighting. Design the west-side shared use path to provide both options to users: 1) continue along Monterey at grade and cross over depressed intersections, 2) ramp down to intersection. The east-side shared-use path should transition down/up with Monterey Rd to/from the depressed intersection.
151	TT-D0503	7, 47, 49	Monterey/Branham	What will happen to the land space in between Branham roadway and the ped bridge?
152	TT-D0503	7, 47	Branham/Saddlebrook-Deer Run	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
153	TT-D0503	7, 47	Branham/Library Dwy-Residential Dwy	The intersection shown on the plans is offset, on a horizontal curve, and on a vertical curve. The driveway legs are curved. Redesign to improve safety.
154	TT-D0503	7, 47	Branham/Library Dwy-Residential Dwy	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
155	TT-D0503	7, 47	Branham/Library Dwy-Residential Dwy	Is the proposed library driveway right-out only? That would put a lot of drivers on a circuitous route. How can this be redesigned or mitigated?
156	TT-D0503	7	Branham Library	Will the library building be impacted? If so, how will you mitigate?
157	TT-D0503	7	Monterey/Rice	How will the intersection closure be mitigated?
158	TT-D0503	7	Monterey/Bougainvillea	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
159	TT-D0503	7	Monterey/Edenvue	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
160	TT-D0503	7, 34, 48	Monterey/Chynoweth-Roeder	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Assume dual lefts from Monterey.
161	TT-D0503	7, 34, 48	Monterey/Chynoweth-Roeder	The proposed grade separation shows bottom of intersection approximately 34' below the original ground surface with retaining walls at least this high at the intersection. This will negatively impact pedestrians and bicyclists traveling through the intersection. How will you mitigate this? Enhance the street undercrossing with lighting. Design the west-side shared use path to provide both options to users: 1) continue along Monterey at grade and cross over depressed intersections, 2) ramp down to intersection. The east-side shared-use path should transition down/up with Monterey Rd to/from the depressed intersection.
162	TT-D0503	7, 48	Chynoweth/Broken Lance	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.

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163	TT-D0503	7, 48	Roeder/Azucar	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
164	TT-D0503	7	Monterey/Sta B440+00	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
165	TT-D0503	7	Monterey/Blossom Hill N	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Assume dual lefts from Monterey.
166	TT-D0503	7	Blossom Hill	Call out a 12' Class I bikeway on the north side of Blossom Hill Rd WB ramp to Monterey Rd. The City will construct the bikeway per the US101/Blossom Hill PSR/PR. The Geometric Drawings was provided to HSR Team on 3/17/17.
167	TT-D0503	7	Edenvale Garden Park	Edenvale Garden Park is proximate to the proposed HSR corridor just south of Branham lane on the west side of Saddlebrook Drive. For part of this distance there is no soundwall separating the park from HSR or the Monterey Hwy corridor. HSR will need to study the noise implications of increased rail usage on the park and may need to provide a sound wall or other appropriate mitigation in order, to comply with the City's Noise Element and avoid negative impacts to park users.
168	TT-D0504	8	Signals and Communications	Install fiber optic cable for down Monterey. Fiber shall be used for signal communication to several of the TS in South San Jose..
169	TT-D0504	8	Signals and Communications	Relocate CSJ Fiber Optic and SIC cables and conduits
170	TT-D0504	8	Signals and Communications	Signals are connected to SIC. Signals shall remain operable during constructions.
171	TT-D0504	8	Signals and Communications	Relocate SIC Cable
172	TT-D0504	8	Great Oaks Blvd	Street name for the frontage road west of UPRR is Great Oaks Blvd not Tucson Way or Perimeter Road
173	TT-D0504	8	Xander's Crossing	Preserve architectural features. Label Xander's OC on the profile view.
174	TT-D0504	8	Monterey/Blossom Hill S	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
175	TT-D0504	8	Monterey/Monterey Plaza Dw	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
176	TT-D0504	8	Blossom Hill Caltrain Ped OC	There is an existing ped bridge which connects the Caltrain platform on the east side of the railroad with Great Oaks Pkwy on the west side of the railroad. The Caltrain platform is accessible from Monterey Rd street level. The plans callout to relocate the ramp landing on the Monterey Rd side due to conflict with the HSR alignment - where would the landing be relocated to? The plans also show a new ped bridge is constructed just 300' south of this bridge in order to connect the east side of Monterey Rd with the Caltrain platform due to the proposed HSR alignment in between the Caltrain station and the road. Instead, we suggest consolidating the bridges into a single new ped bridge with landings on both sides of Monterey Rd, a landing on the Caltrain platform side, and a landing on the east side of Great Oaks Pkwy. Work with CSJ to select a design that is close to the intersection and bike-friendly.
177	TT-D0504	8	Blossom Hill Caltrain Station	The Constructability Assessment indicates that Blossom Hill Caltrain Station would be temporarily relocated in the same vicinity, but that plans do not indicate this. Please show relocation on plans.

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No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
178	TT-D0504	8	Monterey/Ford	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
179	TT-D0504	8	Monterey/Grandwell	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
180	TT-D0504	8	Monterey/Flintwell	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
181	TT-D0504	8	Monterey/Palmwell	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
182	TT-D0504	8	Monterey/Southlake	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
183	TT-D0504	8	Monterey/Tennant	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
184	TT-D0801	9	Signals and Communications	Install fiber optic cable for down Monterey.
185	TT-D0801	9	Signals and Communications	Protect SIC cables
186	TT-D0801	9	Signals and Communications	Fiber optic branch cable shall be installed for signal communication at Menard & Monterey
187	TT-D0801	9	Monterey/Sta B556+00	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
188	TT-D0801	9	Monterey N/Bernal	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
189	TT-D0801	9	Monterey S/Bernal	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage. Assume dual lefts from Monterey.
190	TT-D0801	9	Monterey/Monterey Cir	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
191	TT-D0801	9	Monterey/Rodling	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
192	TT-D0801	9	Monterey/Menard	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
193	TT-D0801	9	Monterey/Forsum	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
194	TT-D0801	9	Coyote Alamitos Canal	This canal connects to Coyote Creek which was majorly flooded at this location in the 2017 winter storms. It would make sense to upgrade the canal with the Monterey Rd reconstruction. Coordinate with SCVWD.

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No.	DRAWING NO.	PDF Page	Subject or Location	CSJ COMMENTS
195	TT-D0801	9	Coyote Alamitos Canal	The City of San Jose – Department of Parks Recreation and Neighborhood Services has identified the Coyote Alamitos Canal alignment as a future trail system for development. It has prepared feasibility studies and an engineering study to guide development of the system. Planning of the High Speed Rail alignment should consider Figure 3 and 4 as bridge alternatives studied to span over Monterey Highway. http://www.sanjoseca.gov/index.aspx?nid=2825 Design of the HSR should not preclude future trail development and its crossings.
196	TT-D0801	9	Coyote Creek Trail	The Coyote Creek Trail is a regional system operated by multiple agencies, and defined as part of the Bay Area Ridge Trail. HSR work in the area cannot constrain or impact operation of this regional trail system. Callout impacts to Coyote Creek Trail on the plan. How will this be mitigated?
197	TT-D0801 and TT-D0802	9-10	Coyote Creek Trail	The Coyote Creek Trail is a regional system operated by multiple agencies, and defined as part of the Bay Area Ridge Trail. HSR work in the area cannot constrain or impact operation of this regional trail system. Any encroachments onto the Coyote Creek Trail or other public parklands must follow the Federal 4f procedure.
198	TT-D0801	9	TPF Parallel Station	For Alternate Location 1, can you remove the driveway on Monterey Rd and instead provide site access via an easement from the adjacent property to Bernal Rd?
199	TT-D0801	9	TPF Parallel Station	Alternate Location 2 avoids using area that could be re-developed. Any locations in loop ramps should be evaluated to ensure they don't obstruct driver line of sight though. Also, driveways must be min 150' away from nearest signalized intersection.
200	TT-D0801 and TT-D0802	9-10	Radio Site	Alternate Location 1 is very close to residential neighborhood. Alternate Location 2 may be better being farther away from residential neighborhoods.
201	TT-D0802	10	Signals and Communications	Fiber optic branch cable shall be installed for signal communication at Metcale & Monterey
202	TT-D0802	10	Signals and Communications	Install fiber optic cable for down Monterey. Fiber shall be used for signal communication to several of the TS in South San Jose..
203	TT-D0802	10	Development Conflict	Coordinate with the Peninsula Open Space Trust regarding ROW impacts to the west of Monterey due to the proposed UP realignment.
204	TT-D0802	10	Wildlife	Retaining walls along this part of the alignment will impact wildlife corridors
205	TT-D0802	10	Metcalf Energy Center	Impacts to Calpine Metcalf Energy Center will require approval from CPUC
206	TT-D0802	10	Monterey/Metcalf	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
207	TT-D0802	10	Coyote Creek	What is the structure on the east side of Monterey road from Metcalf south? Retaining wall? Linetype differs from retaining wall linetype on other sheets and there is no callout.
208	TT-D0802	10	Fisher Creek	Upgrade Fisher Creek culvert under UPRR to full build conditions per the Coyote Valley Research Park EIR (emailed document to HSR team on 5/31/17).

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209	TT-D0802	10	Monterey	Plans show a gap in Monterey road reconstruction from Sta B755+00 to Sta B795+00. It doesn't make sense to have a 4000-foot gap in roadway improvements on a project that impacts 13 miles of this road. Reconstruct Monterey road using CSJ cross-section.
210	TT-D0802, CV-T0811	10, 58	Monterey/Blanchard	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
211	TT-D0802, CV-T0811	10, 58	Monterey/Blanchard	There is a callout for "Blanchard Rd Roadway Grade Separation Alignment..." however the plans indicate a roadway closure, not a grade separation. Please clarify.
212	TT-D0802, CV-T0811	10, 58	Monterey/Blanchard	Grade separate. Do not close this intersection because it serves Metcalf Energy Center and Fire code requires at least two emergency access points to this site.
213	TT-D0802, CV-T0811	10, 58	Monterey/Blanchard	Grade separate. Cannot close Blanchard Rd. Intersection is site for the Fisher Creek Trail (City emailed HSRA links to City trail programs on 8/23/16). The defined Fisher Creek Trail alignment requires accommodating east-west travel from the regional Coyote Creek Trail system to the regional Bay Area Ridge Trail. In its current state, the City has contemplated an at-grade crossing, with signal modifications to the existing facility. A POC is required in order to present a creek-side alignment and linear nature of good trail design. The significant re-route of roadway travel to Emado Avenue is inconsistent with a Class I Bikeway facility of regional designation.
214	TT-D0802, CV-T0811	10, 58	Monterey/Blanchard	Grade separate. Cannot close Blanchard Rd. Future Coyote Valley development has entitled access plans (Master Planned Development Plans PDC84-094 and EIR Resolution 69957 were emailed to HSRA on 5/31/17). Approved plans included street network, general alignment, assumed E-W streets goes over Monterey.
215	TT-D0802, CV-T0811	10, 58	Coyote Creek Trail	Construct trail connection from the Blanchard signal to Coyote Creek Trail per Trail Network plan (http://www.sanjoseca.gov/DocumentCenter/View/9473).
216	TT-D0802, CV-T0811	10, 58	Coyote Valley	Incorporate Coyote Valley entitled access plans (Master Planned Development Plans PDC84-094 and EIR Resolution 69957 were emailed to HSRA on 5/31/17) that included street network, general alignment, assumed E-W streets goes over Monterey.
217	TT-D0802, CV-T0811	10, 58	Development Conflict	Southwest corner of Blanchard Road and Monterey Road: Property owner submitted Site Development Permit (H15-61) for the construction of an approximately 414,000-square foot warehouse/distribution center on a 29.92 gross acre site. Information was provided to HSR on 8/28/16.
218	TT-D0802	10	Monterey/Emado	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
219	TT-D0802	10	Monterey/Emado	Grade separate. Do not close this intersection because Fire code requires at least two emergency access routes to the properties on Emado. Closing it also makes it more difficult to construct a grade separation in the future if future development comes in. The closure would also discourage future development.
220	TT-D0803	11	Signals and Communications	Install fiber optic cable for down Monterey. Fiber shall be used for signal communication to several of the TS in South San Jose..
221	TT-D0803	11	Signals and Communications	Fiber optic branch cable shall be installed for signal communication at Bailey & Monterey traffic signals

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222	TT-D0803	11	Monterey N/Bailey	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
223	TT-D0803	11	Monterey S/Bailey	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
224	TT-D0803	11	Bailey	The plan indicates "proposed Monterey road in conflict with existing Bailey ave. bridge abutment", but there is no callout for reconstructing the overcrossing in order to fit in the new roadway - what is the proposal for resolving the conflict?
225	TT-D0803	11	Bailey Charter School	What are the impacts to the Bailey Charter School? Will the site need to be reconfigured to restore parking and site circulation?
226	TT-D0803	11	Radio Site	Alternate Location 1 may be better than Location 2 because Location 1 is located within the loop ramp which would never be developed otherwise. Location 2 has potential to be developed. Any locations in loop ramps should be evaluated to ensure they don't obstruct driver line of sight though. Also, driveways must be min 150' away from nearest signalized intersection.
227	TT-D0803	11	Fisher Rd	"Fisher Rd" near Sta B780+00 is actually "Laguna Ave".
228	TT-D0804	12	Signals and Communications	Install fiber optic cable for down Monterey. Fiber shall be used for signal communication to several of the traffic signals in South San Jose..
229	TT-D0804	12	Signals and Communications	Fiber optic branch cable shall be installed for signal communication at Oak & Monterey
230	TT-D0804	12	Monterey/Fox	Eliminate the at-grade crossing and provide alternate access to the property.
231	TT-D0804	12	Monterey/Fox	On the west side of Sta B914+00, the road is labeled Paquita Espana. In Google Earth, this road is called Fox Ln, and Paquita Espana is a few hundred feet to the south. Is this a mistake? Or are you proposing to extend Paquita Espana do this location? Is there a plan sheet that shows this new road layout?
232	TT-D0804, CV-T0803	12, 50	Monterey/Palm	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
233	TT-D0804, CV-T0803	12, 50	Palm/Dougherty	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
234	CV-T0803	50	Monterey/Palm	B1 track is missing in the profile view for Palm Ave. Revise.
235	CV-T0803	50	Monterey/Palm	At west side of proposed bridge, add proposed right-of-way along Palm Ave and Dougherty Ave.
236	CV-T0803	50	Monterey/Palm	Provide 11' travel lane, 8' shoulder and 8' sidewalk in the Section A. Maintain 11' travel lane, 8' shoulder in other cross sections.
237	CV-T0803	50	Monterey/Palm	Maintain 5% maximum grade along Palm Ave and all other city streets, see General Comment.
238	TT-D0804	12	Signals and Communications	Install fiber optic cable for down Monterey. Fiber shall be used for signal communication to several of the TS in South San Jose..
239	TT-D0804	12	TPF Switching Station	Alternate Location 2 seems preferable because it consolidates the TPF Station and Radio Site on one site. Also, it would be preferable to line up the site entrance with Palm Ave.

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240	TT-D0805, CV-T0804	13, 51	Monterey/Live Oak	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
241	CV-T0804	51	Monterey/Live Oak	B1 track is missing in the profile view for Live Oak. Revise.
242	CV-T0804	51	Monterey/Live Oak	At west side of proposed bridge, add proposed right-of-way along Live Oak and Dougherty Ave.
243	CV-T0804	51	Monterey/Live Oak	Provide 11' travel lane, 8' shoulder and 8' sidewalk in the Section A. Maintain 11' travel lane, 8' shoulder in other cross sections.
244	CV-T0804	51	Monterey/Live Oak	Maintain 5% maximum grade along Live Oak and all other city streets, see General Comment.
245	TT-D0805, CV-T0804	13, 51	Live Oak/Dougherty	Improve intersection and roadway at least 300' along each leg. Improvement shall include but not be limited to new signal, streetlights, communications, civil, pavement, striping, and signage.
246	CV-T0804	51	HSR Alignment	South of Palm Ave, the At-Grade alignment is shown to remain on Monterey Rd into Morgan Hill. In the other Alternative, the Viaduct alignment veers easterly towards US-101. Are the alignments and alternatives interchangeable, i.e., is HSR also considering a Viaduct that remains on Monterey Rd into Morgan Hill? And an At-Grade that veers towards US-101 south of Palm Ave?
247	TT-D0808	16	CSJ ROW	City of San Jose ROW is called out in several places on this sheet. Mistake?
248	ST-V3002-JM	30	Diridon Station	In Section J-J, which tracks will trains that bypass Diridon use? At what speed will they bypass Diridon? How will passengers waiting on the platforms be protected from trains running through the station at high speeds?