



December 2, 2011

Maurice Kaufman
Public Works Director/City Engineer
City of Emeryville
1333 Park Avenue
Emeryville, CA 94608

Dear Maurice,

Thank you for your interest in hiring J. L. Patterson & Associates to design a grade crossing for the Emeryville Transportation Center at Emeryville Station.

We reviewed the drawings you sent us of the proposed transportation center and understand that you would like to duplicate the crossing arrangement at the existing station building for the new transportation center building. This will let passengers cross the northbound track at the transportation center and avoid walking all the way to the station to cross the track and then walk all the way back to the platform to board southbound trains. To develop this type of crossing the platforms will be removed and reconstructed with the top of platform at the top of rail elevation. Crossing panels will be installed under the tracks between the platforms. The construction will likely be done in segments with temporary bypass walkways constructed east of the platform so passengers can walk around the construction areas to board the trains. The temporary walkways will have to be coordinated with the construction of the transportation center so that the temporary walkways can be converted into the final transportation center configuration after the platforms have been modified. We will check the elevations of storm drains, electric lines and fiber optic cables running in the platform area to see if they need to be lowered or relocated to accommodate the platform construction.

Approval will also be required from the City of Emeryville, the Union Pacific Railroad who owns the track, the California Public Utilities Commission who approves railroad crossings and Amtrak who operates the passenger train service. Please understand that the permitting organizations may not approve a new unprotected crossing (even though the crossing is at a station and even though there is one just like it right next door). Regulatory environments change and we have observed a tendency to eliminate the kind of crossing used at the existing station. It may be that the authorities will allow a grade crossing but will require it to be narrower than the one at the existing station and that it require grade crossing warning devices such as flashing lights, bells and gates. In this case it is likely that UPRR will insist that the railroad signal improvements will be designed and installed by their forces and that they be reimbursed for their work. It may also develop that the authorities will ask why a pedestrian grade separation cannot be constructed and an investigation of the practicality of this approach may need to be conducted to show the authority the answer to this question. Our approach assumes that UPRR and the CPUC accept a new grade crossing in the configuration preferred by the City of Emeryville. We will make every effort to work with the City and the regulatory agencies to design a safe and accepted crossing.

Our approach to this project will be as follows:

1. Conduct utility investigation, utility pothole, site survey
2. Prepare concept plan, concept profile, concept cross sections, concept phasing



3. Discuss concept with City of Emeryville, Developer, Amtrak, UPRR and CPUC to get approval for concept. If concept is acceptable then proceed with design.
4. Develop design for lowering or relocation of storm drain, electrical lines and fiber optic cables.
5. Prepare preliminary drawings for platform plan, platform profile, cross sections, details, lighting removal and replacement, electrical relocation, storm drain revisions, fiber optic protection or relocation, demolition plans, construction phasing, contractor access and work areas.
6. Prepare preliminary cost estimate.
7. Submit preliminary design and estimate for review and approval.
8. Incorporate comments and prepare final design plans, specifications, bid forms and estimate.
9. Submit final plans specifications, bid forms and estimate for approval.
10. Prepare issued for bid documents and submit to City.

Our fee for this project is ~~\$143,000~~ ^{\$97,839}. This fee includes survey and pothole by a subconsultant, concept designs for a pedestrian at-grade crossing similar to the existing Emeryville Station crossing, a diagnostic meeting with the City of Emeryville, UPRR, Amtrak and the CPUC, final and camera ready submittals of the pedestrian grade separation construction plans, specifications, bid forms and estimate. It includes attendance at three meetings at the City of Emeryville offices.

We anticipate the schedule to be as follows:

1. Data collection and survey: 8 weeks
 2. Concept design: 2 weeks
 3. Concept approval: 4 weeks
 4. Preliminary design: 4 weeks
 5. Preliminary design approval and comments: 2 weeks
 6. Final design submittal: 4 weeks
 7. Camera ready submittal: 2 weeks
- Total: 26 weeks

Please let me know if you have any questions. JLP looks forward to working with you on this interesting project.

Sincerely yours,

J. L. Patterson & Associate, Inc.

Clark B. Adams, P.E.

Senior Project Manager