

## PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115  
SACRAMENTO, CA 95834-2939



January 10, 2011

File Number: G.10-12-013

Greg Armendariz  
Public Works Director  
City of Milpitas  
455 East Calaveras Blvd  
Milpitas, CA 95035

**Re: GO 88-B Request for Authority to Alter Two Adjacent Highway-Rail Crossings at Dixon Landing Road, identified as CPUC Crossing No. 001DA-8.60, DOT No. 750076A (Warm Springs Subdivision) and CPUC Crossing No. 004G-8.90, DOT No. 833890N (North Milpitas Industrial Lead) in the City of Milpitas, Santa Clara County.**

Dear Mr. Armendariz:

This refers to your letter dated November 19, 2010 and received by us on December 13, 2010 requesting authorization pursuant to Commission General Order (GO) 88-B to alter two adjacent at-grade highway-rail crossings in the City of Milpitas (City), Santa Clara County. The west rail alignment is owned by Union Pacific Railroad (UP) and the east rail alignment is owned by the Santa Clara Valley Transportation Authority (VTA). Both rail alignments cross the Dixon Landing Road at grade and share warning devices. The crossings are identified as the Dixon Landing Road Highway-Rail Crossings, CPUC Crossing No. 001DA-8.60, DOT No. 750076A (Warm Springs Subdivision) and CPUC Crossing No. 004G-8.90, DOT No. 833890N (North Milpitas Industrial Lead).

The Dixon Landing Road crossing consists of two single-track branch crossings. The west rail alignment is on the Warm Springs Subdivision. The east rail alignment is reserved for the Bay Area Rapid Transit (BART) Berryessa Extension. Freight traffic currently exists on both alignments. The shared warning devices consist of two Commission Standard 9-A (flashing light signal assemblies with automatic gate arms and additional flashing light signals over the roadway on cantilevered arms) warning devices and two median mounted Commission Standard 9 (flashing light signal assemblies with automatic gates) warning devices. UP operates approximately 6 freight trains per day over these crossings.

Dixon Landing Road is used to access Highway 880, located immediately west of the crossings, resulting in a high vehicle count. Motorists also use Dixon Landing Road to travel between Highway 680 and Highway 880. Dixon Landing Road has four travel lanes with each approach having a raised concrete median. There are sidewalks leading up to, but not through the crossing in all quadrants.

Modification of these crossings is necessary to prepare the VTA alignment for the BART Berryessa Extension to San Jose. The first phase involves relocation of all freight traffic to the UP Warm Springs alignment without any reduction in UP's operational potential.

The City states in its GO 88-B request letter that "The proposed crossing modifications will enhance pedestrian and motorist safety while also providing for the relocation an existing freight track."

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

- Installation of a new freight track 15 feet east of the existing track on the Warm Springs line.
- Replacement of the asphalt crossing surface on the Warm Springs track with a concrete panel surface.
- Installation of sidewalks on both the north and south sides of the crossing.
- Installation of asphalt ramps on both the north and south sides of the crossing.
- Installation of pavement markings to delineate the pedestrian and vehicle travel ways through the crossing.
- Installation of ADA compliant detectable warning tactile strips in each quadrant, along the full width of the walkway. The tactile strips shall be installed approximately one to two feet in advance of the active warning device locations in the northeast and southwest quadrants (but no closer than 12 feet from the nearest rail) and shall be installed a minimum of 12 feet from the nearest rail in the northwest and southeast quadrants.
- Installation of new 24" wide stop bars on each approach.
- Installation of a bell on the median mounted Commission Standard 9 on the west approach.
- Replacement of the existing signage to accurately reflect the additional track.

Staff has investigated the City's request, and finds it adequately addresses compliance and safety. As the City, VTA and UP are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, you may proceed with the improvements as described in your request letter and attachments and summarized above.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the CA MUTCD, published by Caltrans.

All parties shall comply with all applicable rules, including Commission General Orders and CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Public Resources Code 21084].

This authorization shall expire if the above conditions are not complied with or if the work is not completed within two years of the date of this letter. Upon written request to this office, the time

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to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, the Commission's Rail Crossings Engineering Section (RCES) may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the City shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov) as outlined on the web page.

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

Sincerely,



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