

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>th</sup> Street, Suite 500  
Los Angeles, CA 90013



December 13, 2012

File No. G.12-11-001

John Donahue  
SVBX Project Group Manager  
Santa Clara Valley Transportation Authority  
1436 California Circle  
Milpitas, CA 95035

**Re: General Order 88-B Request for Authority to Alter the Piper Drive Highway–Rail Crossing, CPUC Crossing No. 004G-12.27-C and DOT No. 833898T, in the City of Milpitas, Santa Clara County.**

Dear Mr. Donahue:

This refers to your letter dated October 19, 2012, received by us on November 5, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Piper Drive at-grade highway-rail crossing (crossing) of the Union Pacific Railroad (UP) track in the City of Milpitas (City), Santa Clara County (County). The crossing is identified as CPUC Crossing No. 004G-12.27-C and DOT No. 833898T. The Santa Clara Valley Transportation Authority (VTA) is the lead on the project.

Piper Drive, running north-south, is a two-lane street. The crossing consists of a single track aligned in east-west direction on the UP Milpitas Industrial Lead and is the north leg of a Wye configuration. The train traffic consists of approximately two UP freight trains per day at 10 mph.

The crossing is equipped with two Commission Standard 1-R (crossbuck signs on posts) warning devices.

Piper Drive is lightly used with the roadway ending in an empty Cul-de-Sac immediately north of the crossing. The property surrounding the Cul-de-Sac is planned for a large residential development.

The crossing is proposed to be reconfigured as a temporary shoo-fly track to detour freight railroad traffic around a portion of the construction site as a part of the Silicon Valley Berryessa Extension (SVBX) project. The SVBX project is an extension of the Bay Area Rapid Transit (BART) system that will bring BART tracks from Warm Springs to San Jose. The SVBX project involves creation of a new grade separated track over track crossing at this location on Piper Drive. The Piper Drive crossing will be used as a shoo-fly track during construction of the new grade separated crossing.

The proposed alteration, as indicated in the request letter and/or shown on the plans, shall consist of:

- Closing Piper Drive to public traffic by installing barricades at the access points south of the crossing. Piper Drive will only be accessible by emergency vehicles.
- Temporary reconfiguring Piper Drive to a northbound one way road.

- Relocating the track to accommodate the proposed shoofly track location.
- Installing a Commission Standard 1-R with a R1-1 "Stop" sign in the southeast quadrant.
- Installing K-Rail to separate the shoofly track from the roadway.

Prior to the Piper Drive crossing being reopened to the general public, VTA shall schedule a diagnostic meeting with the stakeholders to discuss the final configuration of the Piper Drive crossing. Authorization from the Commission regarding the final configuration of the crossing shall be required prior to reopening the roadway to the general public.

The Commission's Rail Crossing Engineering Section (RCES) staff has investigated the request by VTA, and finds it adequately addresses compliance and safety. As VTA, the City, and UP (Parties) 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.08, Temporary Traffic Control Zones, of the 2012 California Manual on Uniform Traffic Control Devices (CAMUTCD), published by the California Department of Transportation.

All Parties shall comply with all applicable rules, including other Commission General Orders and the CAMUTCD.

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

This authorization shall expire if the above conditions are not complied with or if the work is not completed within three years of the date of this letter. Upon written request to this office, the time to complete the project may be extended. A written request for a time extension must include concurrence letters by interested Parties in support of the time extension. If an extension is requested, RCES may reevaluate the crossing prior to granting an extension.

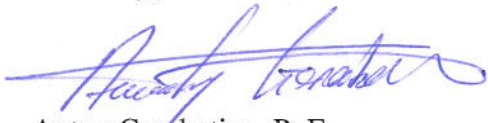
Within 30 days after completion of this project, VTA shall notify RCES that the authorized work is completed by submitting a completed Commission Standard Form G *Report of Changes at Highway Grade Crossings and Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page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

At the conclusion of the project, UP should submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes. CPUC requests a concurrent copy of the updated inventory form be submitted to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov)

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

John Donahue  
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Sincerely,



Anton Garabatian, P. E.  
Program and Project Supervisor  
Rail Transit and Crossings Branch  
Consumer Protection and Safety Division

CC: James Smith, Manager Industry and Public Project  
Kathleen Phalen, Acting Public Works Director/City Engineer