

PUBLIC UTILITIES COMMISSION

320 W. 4th Street, Suite 500
Los Angeles, CA 90013



April 9, 2015

File Number: XREQ 2015030008

Steve Machida
Acting Public Works Director
City of Milpitas
435 East Calaveras Boulevard
Milpitas, CA 95035

Re: General Order 88-B Request for Authority to Alter the Dixon Landing Road Highway-Rail Crossing, CPUC Crossing No. 001DA-8.60 and DOT No. 750076A in the City of Milpitas, Santa Clara County.

Dear Mr. Machida:

This refers to your letter dated January 9, 2015, received by us via compact disc on March 18, 2015, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Dixon Landing Road at-grade highway-rail crossing (crossing) of Union Pacific Railroad (UPRR) Warm Springs Subdivision track in the City of Milpitas (City), Santa Clara County. The crossing is identified as CPUC Crossing No. 001DA-8.60 and DOT No. 750076A.

Dixon Landing Road is currently a four lane road running east-west with two lanes on the westbound and two lanes on the eastbound direction. There are two tracks running from north to south at the crossing. The crossing is protected with two Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) and two median mounted Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices. UPRR operates 4 freight trains per day at maximum speed of 10 mph. The average daily traffic on Dixon Landing Road is 32,850 vehicles per day as of 2012.

Previously there was a third track east of the UPRR tracks owned by the Santa Clara Valley Transportation Authority (VTA) known as the North Milpitas Line. The two rail lines formerly shared a single set of automatic warning devices. This line was formally abandoned in 2012 and the track material has been removed. However the existing Commission Standard 9-A and median mounted Commission Standard 9 on the west bound approach of Dixon Landing Road remain far from the UPRR tracks as a result. The North Milpitas corridor is reserved for the Bay Area Rapid Transit (BART) extension to San Jose which is under construction. The final configuration of the BART track will be beneath Dixon Landing Road.

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

- Installing concrete sidewalks along both sides of Dixon Landing Road spanning seven and one half feet to eight feet wide;
- Widening the concrete panel crossing surface;

- Replacing the American Disability Act (ADA) detectable warning devices with ones that will span the width of the walkway and placed no less than 20 feet from the nearest track;
- Relocating the median mounted Commission Standard No. 9 and the Commission Standard 9-A on the westbound approach to a location within 20 feet of the UPRR tracks.
- Replacing the median mounted Commission Standard 9 and Commission Standard 9-A on the eastbound approach in kind;
- Installing an interim curb in the southeast quadrant;
- Reconfiguring the raised median on the east side of the tracks to better accommodate the relocated warning devices; and
- Applying California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1 advance warning, R15-2 "2 TRACKS", W48 "2 TRACKS", and "RXR" signs and railroad limit pavement markings as shown on plans.

Commission's Rail Crossings and Engineering Branch (RCEB) staff has investigated the City's request, and finds it adequately addresses compliance and safety. As the City and UPRR 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, attachments, and summarized above.

UPRR must ensure that Emergency Notification Signs are installed to comply with CFR 234.309.

Temporary traffic controls shall be provided in compliance with Section 8A.08, Temporary Traffic Control Zones, of the CA MUTCD, 2014 Edition, published by the California Department of Transportation.

All parties shall comply with all applicable rules, including Commission GOs 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 three years of the date of this letter. Upon written request to this office, the time 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 RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the City of Milpitas shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg.htm>. This report may be submitted electronically to rceb@cpuc.ca.gov.

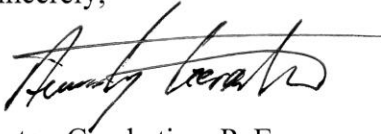
At the conclusion of the project, the City should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR

Steve Machida
XREQ 2015030008
April 9, 2015
Page 3 of 3

234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years.

If you have any questions, please contact Sia Mozaffari at (415) 703-1815 or siavash.mozaffari@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Anton Garabetian". The signature is fluid and cursive, with a long horizontal stroke at the top.

Anton Garabetian, P. E.
Program and Project Supervisor
Rail Crossings and Engineering Branch
Safety and Enforcement Division

(SENT VIA E-MAIL)

C: Peggy Ygbuhay, UPRR
Carolyn Gonot, VTA

