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## PUBLIC UTILITIES COMMISSION

180 Promenade Circle, Suite 115  
Sacramento, CA 95834



July 1, 2010

David Leamon  
Senior Civil Engineer  
Department of Public Works  
County of Stanislaus  
1716 Morgan Street  
Modesto, CA 95358

File No. G.10-05-008

**Re: General Order 88-B Request for Authority to Alter Claribel Road Highway–Rail Crossing, CPUC Crossing No. 002-1094.50, DOT No. 028755B in the County of Stanislaus.**

Dear Mr. Leamon:

This refers to your cover letter dated May 17, 2010 with attachments, and received by us on May 21, 2010, requesting authorization pursuant to Commission General Order (GO) 88-B, to alter an at-grade highway-rail crossing of the BNSF Railway (BNSF) track in the County of Stanislaus (County). The crossing is identified as Claribel Road Highway-Rail Crossing, CPUC Crossing No. 002-1094.50, DOT No. 028755B.

Claribel Road, running east-west, is a rural, two-lane major collector roadway at the crossing. The Claribel Road crossing has a single track frequented by BNSF freight and Amtrak passenger trains. There are no medians or sidewalks at the crossing. Adjacent to the crossing, Terminal Avenue runs parallel to the track and forms an intersection with Claribel Road which is controlled by a 4-way stop. The crossing is equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices.

The County states in its GO 88-B request letter that “The close proximity of the BNSF railroad crossing to the Claribel Road and Terminal Avenue intersection limits storage space for vehicles stopped at the intersection. There is approximately 40 feet of clearance between the stop bar and the railroad crossing. The addition of the W10-11A and W10-11B signs should draw special attention to the limited clearance and give motorists some warning to maneuver through the railroad crossing and intersection. The placement of 4” wide thermoplastic pavement markings for the railroad “Dynamic Envelope” should bring additional attention to the railroad crossing. The addition of the Tuff Curb Median should help to deter motorists from passing stopped vehicles at the railroad crossing. Installation of W10-2 signs should warn motorists turning onto Claribel Road of the railroad crossing running parallel with Terminal Avenue.”

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

- Installing 100 linear feet of 12" wide Tuff Curb median along Claribel Road on the west side of the crossing per plan;
- installing 4" wide thermoplastic pavement markings 6 feet from the track on both sides of the crossing per the California Manual on Uniform Traffic Control Devices (CAMUTCD), Section 8B.22 in order to delineate the railroad dynamic envelope per plan;
- installing a W10-2 at-grade crossing advance warning sign on both parallel Terminal Avenue approaches, 200 feet north and south of the Claribel Road/Terminal Avenue intersection per plan;
- installing a W10-11a sign beneath the DO NOT STOP ON TRACKS (R8-8) sign on the west side of the crossing per plan;
- installing a W10-11b sign beneath the existing STOP (R1-1) sign for eastbound traffic at the Claribel Road/Terminal Avenue intersection per plan.

Staff has investigated the request by the County and finds it adequately addresses compliance and safety. As the County and BNSF 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 CAMUTCD, published by Caltrans.

All parties shall comply with all applicable rules, including 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 two 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, staff from 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 County 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

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G.10-05-008  
July 1, 2010  
Page 3 of 3

If you have any questions, please contact Marvin Kennix at (916) 928-3809 or email at [mlk@cpuc.ca.gov](mailto:mlk@cpuc.ca.gov) .

Sincerely,

A handwritten signature in black ink that reads "Daren Gilbert". The signature is written in a cursive style with a large initial "D" and "G".

Daren Gilbert, Supervisor  
Rail Crossings Engineering Section  
Consumer Protection and Safety Division

Cc:

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