

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



July 26, 2012

File Number: G.12-07-004

Steve Escobar
Deputy Port Director
Port of Stockton
2201 W. Washington Street
Stockton, CA 95201

Re: General Order 88-B Request for Authority to Alter the Navy Drive Highway-Rail Crossing, CPUC Crossing No. 002-1123.60-B and DOT No. 029634G in the Port of Stockton, San Joaquin County

Dear Mr. Escobar:

This refers to your letter dated July 11, 2012, received by us on July 18, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the Navy Drive grade-separated highway-rail crossing of BNSF Railway (BNSF) track in the Port of Stockton (Port), San Joaquin County. The crossing is identified as CPUC Crossing No. 002-1123.60-B and DOT No. 029634G.

The Navy Drive crossing is currently a two lane, grade separated crossing under a single BNSF track. BNSF runs approximately 11 freight trains per day at a maximum speed of 30 mph over the crossing. Amtrak runs approximately 8 passenger trains per day at a maximum speed of 30 mph over the crossing.

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

- Replacing the existing underpass with a new double track structure. The new structure will be approximately 45 feet wide and 138 feet in length;
- Lowering the Navy Drive roadway profile to increase the permanent vertical clearance to 17 feet, 6 inches, consistent with BNSF standards. Temporary vertical clearance during construction will not be less than the existing clearance under the structure;
- Installing a temporary track (shoofly) south of the existing rail line to bypass the project area during construction. The shoofly will be constructed to meet BNSF horizontal clearance requirements.

The Port states in its GO88-B request letter that "The proposed reconstruction of the Navy Drive/BNSF underpass will improve safety by increasing vehicle horizontal sight distance and increasing vertical clearance under the structure. The project will provide a new structure to accommodate both freight and commuter rail, and enable future double tracking to occur without the need for an additional temporary shoofly. The project will provide the clearances necessary for

future widening of Navy Drive to four lanes, which will accommodate future volumes projected from a combination of Port growth and the completion of the State Route 4 Crosstown Freeway Extension project.”

Commission’s Rail Crossing Engineering Section (RCES) staff has investigated the Port request, and finds it adequately addresses compliance and safety. As the Port 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, attachments, and summarized above.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, of the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation.

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

This project is statutorily exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Pubic Resources Code 21080.13].

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 RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the Port shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G. 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 as outlined on the web page.

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

If you have any questions, please contact David Stewart at (916) 928-2515 or atm@cpuc.ca.gov .

Sincerely,



Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

C: John Stilley, BNSF