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PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

SAFETY DIVISION
Railroad Safety Branch

RESOLUTION SR-21
September 25, 1990

R E S O L U T I O N

RESOLUTION SR-21-ORDER AUTHORIZING RULE CHANGES TO
GENERAL ORDER NO. 72-B (G.O. 72-B) RULES GOVERNING THE
CONSTRUCTION AND MAINTENANCE OF CROSSING AT GRADE OF
RAILROADS WITH PUBLIC STREETS, ROADS AND HIGHWAYS IN THE
STATE OF CALIFORNIA

SUMMARY

The staff of the Safety Division's Railroad Safety Branch requests adoption of additional Commission Standards to be incorporated into G.O. 72-B Section XIII, as depicted on the attached Appendix A as Standards Nos. 6, 7, 8 and 9. These illustrations shall be new Commission Standards and be part of G.O. 72-B. These new Commission Standards will recognize the state-of-the-art of materials now available for the construction of grade crossing surfaces.

BACKGROUND

The proposed adoption of additional Commission Standards is the result of new technologies being applied in today's construction practices. Both large and small railroad companies are utilizing these new technologies.

Without the incorporation of the new crossing surface standards into G.O. 72-B, parties would have to make application to the Commission for a variance each time they rehabilitate an existing crossing or construct a new grade crossing utilizing these new materials.

DISCUSSION

The proposed Commission Standards are depicted in the attached Appendix A. Each of the new proposed Commission Standard Nos. 6, 7, 8 and 9 illustrates specific high-tech material and design which are available today. An effort was made to show the diverse variety of materials available without providing an endorsement of a specific material or product.

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The staff believes that the adoption of new Commission Standards provides for the safety of the general public utilizing railroad grade crossings and encourages the use of modern materials which provide resultant economies for the railroads. These changes will further reduce the regulatory burden on parties who must now apply for a variance for each crossing when they desire to utilize these new materials.

PROTESTS

On June 1, 1990, the proposed changes to the general order were mailed to all railroad companies, the departments of public works of each city and county in the state and to the California Department of Transportation and other interested parties inviting comments and suggestions. All parties were advised that in the absence of substantial objections or protests, but subject to possible modifications suggested by the parties, it was planned to recommend to the Commission that the proposed changes to the General Order be adopted. No protests or objections were received. Some suggested modifications were adopted.

FINDING

We find that the inclusion of Commission Standards Nos. 6, 7, 8, and 9 into G.O. 72-B, Section XIII, authorized by this resolution is just and reasonable.

IT IS ORDERED that:

The additions shown as Commission Standards, Nos. 6, 7, 8 and 9 depicted in the attached Appendix A shall be adopted and incorporated into G.O. 72-B, Section XIII.

This Resolution is effective 30 days from today.

I hereby certify that this Resolution was adopted by the Public Utilities Commission at its regular meeting on September 25, 1990. The following Commissioners approved it:

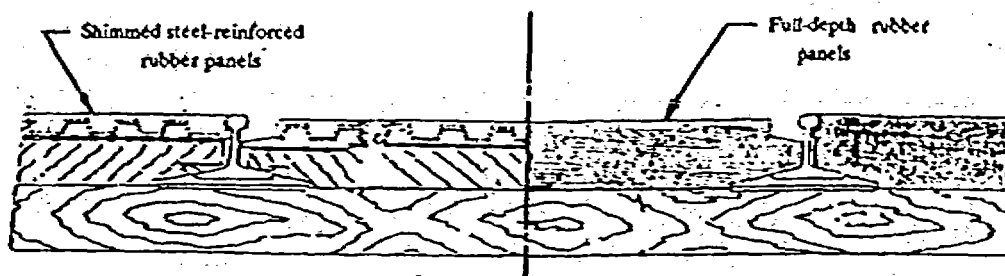
G. MITCHELL WILK
President
FREDERICK R. DUDA
STANLEY W. HULETT
PATRICIA M. ECKERT
Commissioners


NEAL J. SHULMAN
Executive Director

Commissioners John B. Ohanian,
being necessarily absent, did
not participate.

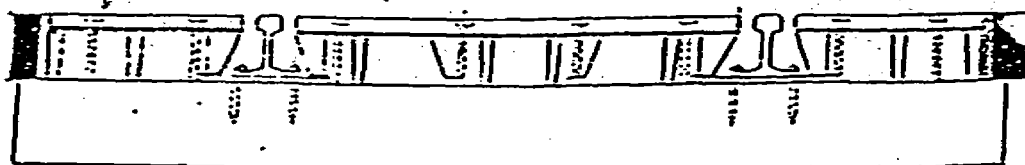
STANDARD NO. 6

Rubber Panels: This type of crossing surface consists of molded rubber panels usually shimmed, steel-reinforced and with a patterned surface, but some are full depth rubber. The panels can be removed and/or replaced for track maintenance. Flangeway shall not be more than two and one-half (2 1/2) inch wide. Crossing surface material shall be securely anchored to ties.

TYPICAL CROSS SECTION

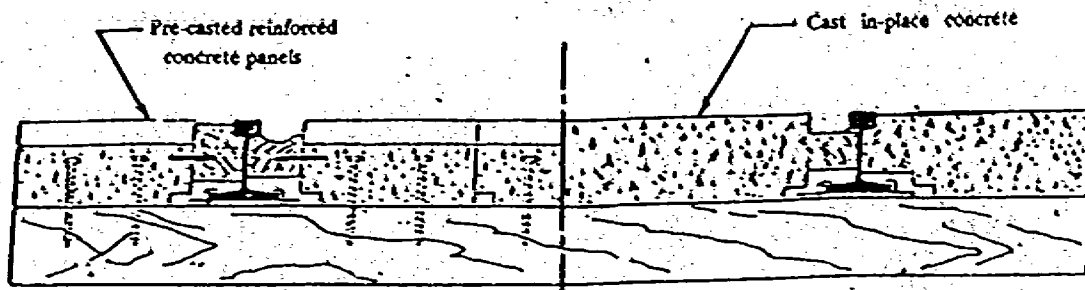
STANDARD NO. 7

High Density Polyethylene Modules: This type of crossing surface consists of molded panels, usually with recesses to serve as openings for lag screws or drive spikes. Panels are usually full depth, but some require wood shims. Flangeway shall not be more than two and one-half (2 1/2) inches wide. Crossing surface material shall be securely anchored to the ties.

TYPICAL CROSS SECTION

STANDARD NO. 8

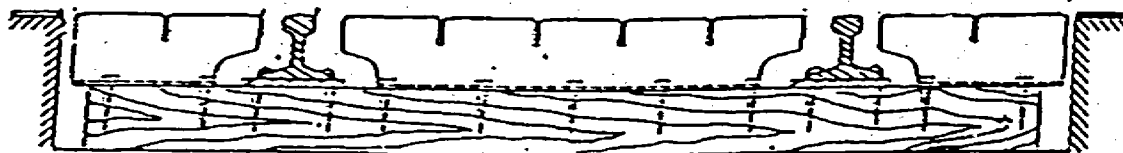
Concrete Slabs: This type of crossing surface consists of precast or cast in place reinforced concrete panels that may be removed and reinstalled for maintenance and replacement purposes. These panels are usually placed and removed by powered mechanical equipment because of their weight. Flangeway shall be not more than two and one-half (2 1/2) inches wide. Crossing surface material shall be anchored securely to the ties.



TYPICAL CROSS SECTION

STANDARD NO. 9

Steel Sections: This type of crossing surface consists of prefabricated steel sections of an open grating type that may be installed and removed individually for maintenance and replacement purposes. Flangeway shall not be more than two and one-half (2 1/2) inches wide. Crossing surface material shall be securely anchored to the ties.



TYPICAL CROSS SECTION