

## PUBLIC UTILITIES COMMISSION

320 W. 4TH STREET, SUITE 500  
LOS ANGELES, CA 90013



File Number: XREQ 2015030001

March 12, 2015

Kyle D. Nodgaard  
Manager, Industry & Public Projects  
Union Pacific Railroad Company  
2015 South Willow Avenue  
Bloomington, CA 92316

**SENT VIA E-MAIL**

**Re: General Order 88-B Request for Authority to Alter the State Route 78 (Ben Hulse Highway) Highway-Rail Crossing, CPUC Crossing No. 001B-698.20 and DOT No. 760753C in the unincorporated community of Glamis, County of Imperial**

Dear Mr. Nodgaard:

This refers to your letter dated January 6, 2015, received by us on February 16, 2015, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to alter the State Route 78 (SR 78/Ben Hulse Highway) at-grade highway-rail crossing (crossing) of the Union Pacific Railroad (UPRR) track in the unincorporated community of Glamis, County of Imperial (County). Ted Kipf Road runs parallel to the tracks, and ends at a "STOP" controlled T-intersection at SR 78 on the southwest quadrant of the crossing. SR 78 is a state route under jurisdiction of the California Department of Transportation, District 11 (Caltrans). The crossing is identified as CPUC Crossing No. 001B-698.20 and DOT No. 760753C.

The double-track crossing is equipped with two Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices. Approximately 39 freight trains and 2 National Passenger Railroad Corporation (Amtrak) passenger trains per day travel through the crossing at a maximum speed of 65 mph and 79 mph respectively. The average daily traffic along the roadway at this crossing is 742 vehicles.

The request letter from UPRR indicates that the additional third track and associated improvements will improve railroad operational efficiencies and minimize the gate down time at the crossing.

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

- Removing the existing warning devices and installing two new Commission Standard 9 warning devices at a modified location to accommodate the new track;
- Installing a third track 20 feet northeast of the centerline of the existing main line track;

- Installing 60 feet of concrete crossing panels along the new track;
- Installing 16 feet of concrete crossing panels along each of the two existing tracks to extend the existing track surface on the northwest side of the roadway;
- Resurfacing asphalt and/or reconstructing the grade along both roadway approaches to the crossing;
- Reconstructing Ted Kipf Road/SR 78 T-intersection, approximately 80 feet south of the crossing, which remains a R1-1, "STOP" controlled intersection.
- Installing double-yellow centerline and solid white edge lines with raised/reflective pavement markers along each approach to the crossing;
- Installing California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant R4-1 "DO NOT PASS" signs on both roadway approaches to the crossing;
- Installing CA MUTCD compliant R15-2 and W48(CA) "3 TRACKS" signs on both roadway approaches to the crossing;
- Installing a temporary detour road during construction with the appropriate signage and flaggers;

Commission's Rail Crossings and Engineering (RCEB) staff has investigated UPRR's request, and finds it adequately addresses compliance and safety. As UPRR and Caltrans 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.

UP 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 General Orders and CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended [California Pubic 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.

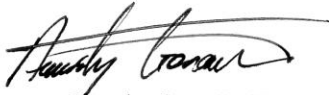
Within 30 days after completion of this project, UPRR shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the Commission web site Form G page at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg.htm>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

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At the conclusion of the project, UP should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 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 Kevin Schumacher at (415) 310-9807 or [kevin.schumacher@cpuc.ca.gov](mailto:kevin.schumacher@cpuc.ca.gov).

Sincerely,



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

CC: (SENT VIA E-MAIL)  
Gwendolyn Denny, Caltrans  
Freddy Cheung, HDR  
John Gay, County of Imperial

