

## PUBLIC UTILITIES COMMISSION

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



March 28, 2017

File Number: XREQ 2017020005  
Clark Road  
Unincorporated Imperial County

Mr. Alexander Popovici  
Manager, Industry & Public Projects  
Union Pacific Railroad  
631 S. 7th Street  
Phoenix, AZ 85034

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Alter the Clark Road At-Grade Highway-Rail Crossing, CPUC Crossing Number 001BN-697.60 and DOT Number 760857J in Unincorporated Imperial County**

Dear Mr. Popovici:

This refers to your letter, received by us on February 24, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to modify the Clark Road highway-rail at-grade crossing (crossing) of the Union Pacific Railroad (UPRR) Calexico Subdivision track, in unincorporated Imperial County (County), near the border with the City of El Centro (City). The crossing is identified as CPUC Crossing No. 001BN-697.60 and DOT No. 760857J.

The crossing consists of one main track and a two-lane north-south roadway. The roadway south of the railroad right-of-way is maintained by the City. There is a private driveway near the crossing in the northeast quadrant. The crossing is equipped with one Commission Standard 8 (flashing light signal assembly) warning device along the shoulder for northbound traffic and one Commission Standard 8 warning device along the shoulder for southbound traffic. UPRR operates approximately two freight trains daily, with a maximum speed of 40 miles per hour. The average daily traffic at Clark Road is approximately 5,000 vehicles.

UPRR, in cooperation with the County and City, proposes the following alterations as indicated in the request letter and/or shown in the attachments:

- Remove the railroad warning devices;
- Remove the guard-rail posts installed adjacent to the existing warning devices;
- Install one Commission Standard 9 (flashing light signal assembly with automatic gate) warning device in the northwest quadrant at a minimum clearance of eight feet three inches from the edge of the travelled way to the center of the warning device mast with one additional pair of flashing signals (sidelights) directed at the driveway;
- Install one Commission Standard 9 warning device in the southeast quadrant at a minimum clearance of eight feet three inches from the edge of travelled way to the center of the warning device mast;
- Remove the railroad equipment cabinet and install a new equipment house;

- Reconstruct the asphalt paving through the railroad right-of-way, except within two feet outside the railroad track, extending approximately 200 feet north and south of the track;
- Install edge line and centerline on both roadway approaches to the track;
- Install reflective raised pavement markers along the centerline and edgeline; and
- Install two new street lights, including one in the northwest quadrant and one in the southwest quadrant.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request by UPRR and finds that it adequately addresses compliance and safety. As the County, City and UPRR are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the improvements as described in your request received on February 24, 2017, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission General Orders and the current version of the CA MUTCD, published by the California Department of Transportation. UPRR and County must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

Temporary traffic controls shall be provided in compliance with current version of the CA MUTCD.

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

This project is categorically exempt from the requirements of the California Environmental 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 RCEB, 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, RCEB may reevaluate the crossing prior to granting an extension.

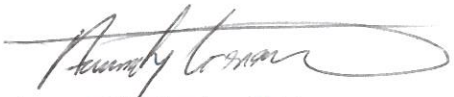
Within 30 days after completion of this project, UPRR shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov) as outlined on the web page.

At the conclusion of the project, UPRR 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. Commission requests a concurrent copy of the updated inventory form be submitted to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

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If you have any questions, please contact Kevin Schumacher at [kevin.schumacher@cpuc.ca.gov](mailto:kevin.schumacher@cpuc.ca.gov) or (415) 310-9807.

Sincerely,

A handwritten signature in black ink, appearing to read "Anton Garabetian", with a large, sweeping flourish extending to the right.

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

C: **(SENT VIA EMAIL)**  
John Gay, County of Imperial  
Terry Hagen, City of El Centro

