

## PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115  
SACRAMENTO, CA 95834



October 15, 2010

File Number: G.10-09-006  
City of Placentia, County of Orange

Roy Stephenson  
Project Manager  
City of Placentia  
401 East Chapman Avenue  
Placentia, CA 92870

Re: **General Order 88-B Request for Authority to Modify the Placentia Avenue Highway-Rail Crossing, CPUC Crossing No. 002B-43.60, DOT No. 026578S in the City of Placentia, Orange County.**

Dear Mr. Stephenson:

This refers to your letter, dated July 8, 2010 (Received September 10, 2010), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing at-grade crossing of the BNSF Railway (BNSF) tracks and Placentia Avenue in the City of Placentia (City), Orange County. The crossing is identified by CPUC Crossing Number 002B-43.60. Several corrections to the submittal were also received on September 27, 2010.

In addition to BNSF freight trains, the Southern California Regional Rail Authority (SCRRA) and the National Passenger Railroad Corporation (Amtrak) operate passenger trains over this line. Placentia Avenue is under the jurisdiction of the City of Placentia but lies on the border between it and the City of Fullerton.

The City proposes to grade separate the existing crossing by constructing a railroad bridge over Placentia Avenue. As part of the project, the City proposes to construct a temporary four-lane detour road and crossing 150 feet east of the existing crossing to maintain traffic flow in this location while construction of the Placentia Avenue underpass is being completed.

The construction of the Placentia Avenue underpass will occur in phases: The two main tracks will be realigned slightly north and placed over the Placentia Avenue detour road that will be constructed. Two shoofly tracks will be installed south of the realigned main line tracks across the detour road. Warning devices will be placed around all 4 tracks at the detour road crossing. During construction of the bridge, rail traffic will be diverted to the shoofly tracks. Once the bridge is constructed and the main tracks installed over the bridge, rail traffic will be returned to the main line tracks, the shoofly tracks will be removed, the street underpass completed, and the temporary detour road and all warning devices removed.

City proposes the following crossing treatments at the temporary shoofly at-grade crossing and the modified (but also temporary) mainline at-grade crossing:

- Concrete panel crossing surfaces for all tracks;
- Install a four Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices, one curb mounted and one median mounted for each vehicular approach;
- Install a Commission Standard 8 warning device at the northeast quadrant of the crossing;
- Install raised medians islands on both approaches of the temporary crossing extending 100 feet along with k-rail between the deactivated tracks and medians to prevent gate drive around;
- Maintain a pedestrian pathway on the east side of the temporary road with delineated sidewalks through the crossing and prohibit pedestrians on west side of temporary road with barricades and R9-9 "Sidewalk Closed" signage;
- Install Americans with Disabilities Act (ADA) standard detectable warning tactile strips on the two sidewalk approaches to the temporary crossing; and
- Application of MUTCD compliant signage and pavement markings, including W10-1 advance warning signs, W-48 (CA) 4 tracks signs, R8-8 signs, R3-4 signs and RxR pavement markings.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request filed by the City, and finds it adequately addresses compliance and safety. As the Cities of Placentia and Fullerton, BNSF, and OCTA are all 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 dated July 8, 2010 (as modified by the submittal received September 27, 2010) and summarized above are authorized. Upon completion of the Placentia Avenue underpass, the temporary detour main line crossing shall be permanently closed and all warning devices removed. The new CPUC Crossing Number for the completed grade separation structure will be 002B-43.60-B.

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 the CA MUTCD.

This project is categorically 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, RCES may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, BNSF 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. BNSF should also submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the grade separation. CPUC requests a concurrent copy of the updated inventory form be submitted to [rces@cpuc.ca.gov](mailto:rces@cpuc.ca.gov).

If you have any questions, please contact Laurence Michael at (213) 576-7076 or [ldi@cpuc.ca.gov](mailto:ldi@cpuc.ca.gov).

Sincerely,



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