

PUBLIC UTILITIES COMMISSION

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



October 16, 2012

File Number: G.12-10-004
Orangethorpe Avenue
Cities of Anaheim and Placentia, Orange County

John Rawles
Project Manager
Orange County Transportation Commission (OCTA)
550 South Main Street
Orange, CA 92862-1584

Re: General Order 88-B Request for Authority to Modify the Orangethorpe Avenue Highway-Rail Crossing, CPUC Crossing No. 002B-41.80 and DOT No. 026572B, in the Cities of Anaheim and Placentia, Orange County.

Dear Mr. Rawles:

This refers to your letter, received by us on September 26, 2012, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to grade-separate the existing Orangethorpe Avenue at-grade crossing on the BNSF Railway Company (BNSF) mainline 2B – San Bernardino to Fullerton tracks in the Cities of Anaheim and Placentia (Cities), Orange County, identified as CPUC Crossing Number 002B-41.80 and DOT Number 026572B.

The Orangethorpe Avenue double track at-grade crossing is currently a divided roadway with four lanes, two lanes in each direction. The crossing is equipped with two curb mounted Commission Standard 9-A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) and two median mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) warning devices with advance warning signage and pavement markings. This crossing is also part of the City of Placentia Quiet Zone Q0605003.

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.

Orange County Transportation Authority (OCTA) proposes the following alterations to the existing Orangethorpe Avenue crossing: Construct a six lane overhead bridge structure crossing the BNSF railroad tracks.

As part of the project, OCTA proposes to construct a temporary two-lane detour road crossing the BNSF tracks at-grade to maintain traffic flow at this location while construction of the Orangethorpe Avenue overpass is being completed.

OCTA proposes the following treatments at the temporary detour mainline at-grade crossing:

- Construct an asphalt paved roadway with two lanes;
- Install a pedestrian Americans with Disabilities Act (ADA) compliant sidewalk on the south side of the temporary road with a delineated sidewalk through the crossing;
- Install one new curb mounted Commission Standard 9 warning device for westbound Orangethorpe Avenue, on the southwest quadrant of the crossing;
- Install one new curb mounted Commission Standard 9 warning device for eastbound Orangethorpe Avenue, on the northeast quadrant of the crossing;
- Install two new curb mounted Commission Standard 8 (flashing light signal assembly) warning devices for both pedestrian sidewalk approaches to the crossing;
- Install ADA compliant detectable warning tactile strips at all pedestrian sidewalk approaches to the crossing;
- Install a new raised median 6-inch in height, 2-feet in width and approximately 250-feet for westbound approach to the crossing;
- Install a new raised median 6-inch in height, 2-feet in width and approximately 250-feet for eastbound approach to the crossing;
- Install K-Rails in all four quadrants of the crossing on the edge of the roadway leading to the tracks and parallel to the tracks to warn and prohibit motorists and pedestrians not to enter the BNSF right of way; and
- California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1, W48 and W10-12 advance warning signs, and R8-8 'DO NOT STOP ON TRACKS' regulatory signage as shown in plans.

Permanent and temporary horizontal and vertical clearances proposed by OCTA comply with GO 26-D requirements for the new overhead bridge structure. After the completion of the overhead roadway bridge structure, the temporary detour roadway will be eliminated and all warning devices and signage will be removed.

The new completed grade separated crossing will be identified as CPUC Crossing Number 002B-41.80-A and DOT Number 026572B.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by OCTA, and finds it adequately addresses compliance and safety. As OCTA, Cities and BNSF 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 letter and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the CA MUTCD, published by the California Department of Transportation. All parties shall comply with all applicable rules, including Commission General Orders and CAMUTCD.

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

This authorization shall expire if the above conditions are not complied with and the work is not completed within three years of the date of this letter. Upon written request to RCES, 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, OCTA shall notify RCES 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/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 FRA inventory form to the Federal Railroad Administration, reflecting the changes. CPUC requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

If you have any questions, please contact Bill Lay at 213-576-1399 or bill@cpuc.ca.gov.

Sincerely,



Anton Garabetian, P.E.
Program and Project Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

C: Melvin Thomas, Public Project Manager, BNSF
Naresh Patel, Public Projects Engineer, SCRRA
Roy Stephenson, Project Manager, City of Placentia
Harry Steelman, Division Engineer, Amtrak