

## PUBLIC UTILITIES COMMISSION

320 W. 4<sup>TH</sup> STREET, SUITE 500  
LOS ANGELES, CA 90013



February 20, 2013

File Number: G.13-01-009

Tustin Avenue  
Cities of Anaheim and Placentia, Orange County

Andrew Muth  
Consultant 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 Tustin Avenue Highway-Rail Crossing, CPUC Crossing No. 002B-41.50 and DOT No. 026571U, in the Cities of Anaheim and Placentia, Orange County.**

Dear Mr. Muth:

This refers to your letter dated January 14, 2013, received by us on January 18, 2013, requesting authorization, pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to grade-separate the Tustin 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-41.50 and DOT Number 026571U.

The Tustin Avenue double track at-grade crossing is a divided roadway with eight lanes, three southbound and five northbound. 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), two median mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) and one median mounted and one curb mounted Commission Standard 9-E (flashing light signal assembly with automatic gate arm installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices with advance warning signage and pavement markings. This crossing is part of the City of Placentia Quiet Zone Q.06-05-003.

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 to construct a six lane overhead bridge structure crossing the BNSF railroad tracks.

OCTA proposes to construct a temporary six-lane detour road approximately 200 feet east of the existing crossing to maintain traffic flow around this location while construction of the Tustin Avenue overhead bridge structure is being completed. During construction, Tustin Avenue will be closed to all vehicular and pedestrian traffic and the existing at-grade crossing will be removed including all railroad warning devices.

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

- Construct an asphalt paved roadway with six lanes;
- Install Americans with Disabilities Act (ADA) compliant sidewalk on the east side with a delineated sidewalk through the crossing;
- Install one new curb mounted Commission Standard 9-A warning device and one new median mounted Commission Standard 9 warning device for northbound traffic, on the southeast quadrant of the crossing;
- Install one new curb mounted Commission Standard 9 warning device and one new median mounted Commission Standard 9 warning device for southbound traffic, on the northwest quadrant of the crossing;
- Install one curb mounted and one median Commission Standard 9-E warning devices with 12-inch LED flashing lights at the northwest quadrant with Exit Gate Management System (vehicle presence detection) for northbound vehicular traffic;
- Install signals at the intersection of Del Cerro Avenue and Orangethorpe Avenue and interconnect the railroad warning devices with the proposed traffic signal to provide approximately 33 seconds of advance preemption;
- Install a pre-signal for northbound traffic, where the traffic signal heads for the pre-signal will be mounted on the Commission Standard 9-A warning device;
- Install ADA compliant detectable warning tactile strips at all pedestrian sidewalk approaches to the crossing;
- Install a new raised median 8-inch in height, varying in width and approximately 380-feet for the northbound approach to the crossing;
- Install a new raised median 8-inch in height, 10-feet in width and approximately 17-feet for the southbound approach to the crossing; and
- Install California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1, W48 and W10-2 advance warning signs 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-41.50-A and DOT Number 026571U.



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]

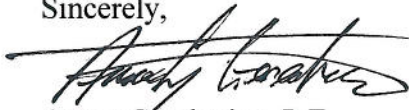
This authorization shall expire if the above conditions are not complied with and the work is not completed within three years of the date of this letter. Upon written request to RCES, the time to complete the project may be extended. Any written request for a time extension must include concurrence 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/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to [rces@cpuc.ca.gov](mailto: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. Commission 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 Bill Lay at 213-576-1399 or [bll@cpuc.ca.gov](mailto:bll@cpuc.ca.gov).

Sincerely,



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

- C: Melvin Thomas, Public Project Manager, BNSF  
Naresh Patel, Public Projects Engineer, SCRRA  
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