

PUBLIC UTILITIES COMMISSION

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



April 29, 2013

File Number: XREQ 2013040021

Lakeview Avenue
Cities of Anaheim and Placentia, Orange County

Bill Farthing
Project Manager
Orange County Transportation Authority
550 South Main Street
Orange, CA 92868

Re: General Order 88-B Request for Authority to Modify the Lakeview Highway-Rail at-Grade Crossing, CPUC Crossing No. 002B-39.90 and DOT No. 026567E, in Cities of Anaheim and Placentia, Orange County

Dear Mr. Farthing:

This refers to your letter, dated February 19, 2013, received by us on April 18, 2013, requesting authorization pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B to grade-separate the at-grade highway-rail crossing (crossing) of Lakeview Avenue and the BNSF Railway Company (BNSF) San Bernardino Subdivision mainline tracks, in Cities of Anaheim and Placentia, Orange County. The crossing is identified as CPUC Crossing No. 002B-39.90 and DOT No. 026567E.

Lakeview Avenue double track crossing is a five-lane roadway, two (2) through lanes in each direction and a right-turn lane on the northbound approach. BNSF operates approximately 62 freight trains daily with a maximum speed of 62 miles per hour (MPH); the National Passenger Railroad Corporation (Amtrak) and the Southern California Regional Rail Authority (Metrolink) operate approximately 20 passenger trains daily with a maximum speed of 60 MPH.

In cooperation with the Cities of Anaheim and Placentia (Cities), the Orange County Transportation Authority (OCTA) proposes to construct a four-lane overhead roadway structure crossing the BNSF railroad tracks.

The Lakeview Avenue grade separation project proposes a permanent minimum vertical clearance of approximately 23 feet 8 inches from the top of rail and a permanent minimum horizontal clearance of 35 feet and 6 inches from the centerline of the nearest track. The temporary minimum horizontal clearance during construction will be 25 feet 4 inch from the centerline of the nearest track. The proposed Lakeview Avenue grade separation project complies with the minimum vertical and horizontal clearance requirements of 22 feet 6 inches and 8 feet 6 inches, respectively, as specified in Commission GO 26-D.

During construction of the Lakeview Avenue bridge structure, temporary traffic controls will be provided in compliance with the current version of the California Manual on Uniform Traffic

Control Devices (CA MUTCD), published by the California Department of Transportation. All parties will comply with all applicable rules, including Commission General Orders and the CA MUTCD. In addition, BNSF will provide the train schedule and railroad flagging during construction for the safety of the public, construction workers, train operators and train operations.

During the final stage of construction, Stage 4, the Lakeview Avenue crossing will be closed for approximately 12-18 months, with temporary installed K-rail or fencing to prevent vehicles or pedestrians from entering the crossing area, and a temporary detour route will be provided. Vehicular and pedestrian traffic will be temporarily diverted around the construction site to Richfield Road. The existing crossing panels, warning devices and signage will be removed by the BNSF.

After the completion of the overhead roadway bridge structure, fencing will be installed along the south side of the BNSF right-of-way to deter pedestrians from trespassing.

The new completed grade separated crossing will be identified as CPUC Crossing Number 002B-39.94-A and DOT Number 026567E.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by the OCTA and finds it adequately addresses compliance and safety. As the 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 dated April 18, 2013, and summarized above are authorized.

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 or the work is not completed within three (3) 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.

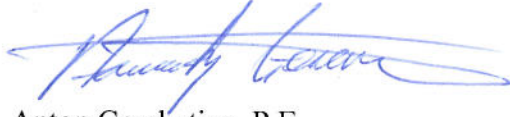
Within 30 days after completion of this project, OCTA shall notify RCES that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the Commission web site at <http://www.cpuc.ca.gov/PUC/safety/Rail/Crossings/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

At the conclusion of the project, OCTA and/or BNSF should submit an updated Federal Railroad Administration (FRA) inventory form to the FRA, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

If you have any questions, please contact Ken Chiang at (213) 576-7076 or ykc@cpuc.ca.gov.

Bill Farthing
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Sincerely,



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

C: Roy Stephenson, City of Placentia
Melvin Thomas, Public Projects Manager, BNSF
Mark Vukojevic, City of Anaheim
Naresh Patel, Public Projects Engineer, SCRRA
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