

PUBLIC UTILITIES COMMISSION

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



May 13, 2013

File Number: XREQ 2013050002
State College Boulevard
City of Fullerton, Orange County

Ron Bowers
Project Manager
City of Fullerton
303 West Commonwealth Avenue
Fullerton, CA 92832

Re: General Order 88-B Request for Authority to Modify the State College Boulevard Highway-Rail at-Grade Crossing, CPUC Crossing No. 002B-44.04 and DOT No. 026579Y, in City of Fullerton, Orange County

Dear Mr. Bowers:

This refers to your letter, dated May 1, 2013, received by us on May 7, 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 State College Boulevard and the BNSF Railway Company (BNSF) San Bernardino Subdivision mainline tracks, in the City of Fullerton (City), Orange County. The crossing is identified as CPUC Crossing No. 002B-44.04 and DOT No. 026579Y.

The State College Boulevard double track crossing is a four-lane roadway, with two (2) through lanes in each direction. The crossing is equipped with two curb mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) and two median mounted Commission Standard 9 warning devices with advance warning signage and pavement markings. BNSF operates approximately 62 freight trains daily with a maximum speed of 50 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 Orange County Transportation Authority (OCTA), the City proposes to construct a five-lane State College Boulevard underpass roadway, with two (2) lanes southbound, three (3) lanes northbound, and a sidewalk on each side of the public roadway under the BNSF tracks.

The State College Boulevard will be temporary closed to vehicular and pedestrian traffic during some of the construction phases. The City will construct the new bridge in phases. In Phase 1, a temporary shoofly will be constructed for the two BNSF main tracks. In Phases 2 and 3, the railroad traffic will be diverted to the temporary track while the existing track is removed and the elevated railroad bridge structure is constructed. The temporary shoofly track will then be removed upon

completion of the grade separated track structure and the main line tracks are installed over the bridge.

The bridge construction will be done with precast sections and City will be able to maintain minimal vertical and horizontal clearances as per Commission GO 26-D. There is no need to grant a deviation from Commission GO 26-D for impaired clearances during construction activities. The State College Boulevard grade separation project proposes a permanent minimum vertical clearance of approximately 16 feet 4 inches from the roadway surface and a permanent minimum horizontal clearance of 8 feet 6 inches from centerline of nearest track to the retaining wall and hand railing on the bridge structure.

During construction of the State College Boulevard grade separation project, temporary traffic controls will be provided in compliance with 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. 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 Phases 2 and 3 of the construction, the State College Boulevard crossing and the adjacent portion of Valencia Drive will be closed for approximately 18-24 months, with temporary installed K-rail or fencing to prevent vehicles or pedestrians from entering the construction area. Vehicular and pedestrian traffic will be temporarily diverted around the construction site to Acacia Avenue. The existing crossing panels, warning devices and signage will be removed by the BNSF.

After completion of the bridge structure, retaining walls will be installed along the north and south sides of the BNSF right-of-way along with fencing to deter pedestrians from trespassing.

The new grade separated State College Boulevard crossing will be identified as CPUC Crossing No. 002B-44.04-B and DOT No. 026579Y.

The Commission's Rail Crossings Engineering Section (RCES) has investigated the request by the City and finds it adequately addresses compliance and safety. As the City, OCTA 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 May 1, 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

concurrency 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, the City 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, 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.

Sincerely,



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

C: Melvin Thomas, Public Projects Manager, BNSF
Naresh Patel, Public Projects Engineer, Metrolink
Harry Steelman, Division Engineer, Amtrak
Mike Sudbeck, Project Manager, OCTA
Thomas Jacques, Wilson & Company