

## PUBLIC UTILITIES COMMISSION

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



September 5, 2013

File Number: XREQ 2013080010  
Raymond Avenue  
City of Fullerton, Orange County

Yelena Voronel  
Senior Civil Engineer  
City of Fullerton  
303 West Commonwealth Avenue  
Fullerton, CA 92832

**Re: General Order 88-B Request for Authority to Modify the Raymond Avenue Highway-Rail at-Grade Crossing, CPUC Crossing No. 002B-45.00 and DOT No. 026581A, in City of Fullerton, Orange County**

Dear Ms. Voronel:

This refers to your letter, dated August 21, 2013, received by us on August 22, 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 Raymond Avenue 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-45.00 and DOT No. 026581A.

Raymond Avenue double track crossing is a four-lane roadway, with two through lanes in each direction. In addition to the advance warning signage and pavement markings, the crossing is equipped with a curb-mounted Commission Standard 9A (flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm) warning device for the southbound approach; a curb-mounted Commission Standard 9 (flashing light signal assembly with automatic gate arm) with additional flashers for westbound Valencia Drive and a median-mounted Commission Standard 8 (flashing light signals) warning devices for the northbound approach. BNSF operates approximately 60 freight trains daily with a maximum speed of 40 miles per hour (MPH); the National Passenger Railroad Corporation (Amtrak) and the Southern California Regional Rail Authority (Metrolink) operate approximately 25 passenger trains daily with a maximum speed of 70 MPH. The current annual average daily traffic at the Raymond Avenue crossing is approximately 16,130 vehicles.

The City proposes the following alterations to the Raymond Avenue crossing:

- Construct a railroad bridge structure over Raymond Avenue and realign the existing BNSF mainline tracks to accommodate a future third track within the railroad right of way;
- Construct the Raymond Avenue roadway under the railroad bridge structure as a four-lane roadway with a raised center median and two sidewalks; and
- Install a ballast retainer and metal railing on the railroad bridge structure.

The alteration project proposes a minimum of 15 feet clearance between the centerline of the parallel realigned tracks and a minimum of 10 feet 3 inches side clearance from the centerline of the nearest track to the ballast retainers of the railroad bridge structure. The proposed track clearances comply with the minimum parallel track and side clearance requirements of 15 feet and 8 feet 6 inches respectively, as specified in Commission GO 26-D.

The proposed permanent minimum overhead clearance of the Raymond Avenue underpass is approximately 18 feet 9 inches above the roadway surface. No temporary impaired clearance is requested for construction. The proposed Raymond Avenue underpass complies with the minimum overhead clearance of 15 feet, as specified in Commission GO 26-D.

During construction of the Raymond Avenue railroad bridge structure, temporary traffic controls shall 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 shall comply with all applicable rules, including Commission General Orders and the CA MUTCD. In addition, BNSF will provide the City the train schedule and railroad flagging during construction for the safety of the public, construction workers, train operators and train operations.

In the second and third phase of construction, two temporary tracks (shooflies) will be installed on Valencia Drive and Raymond Avenue. Both roadways will be closed for approximately 24-36 months, with temporary installed K-rail or equivalent to prevent vehicles or pedestrians from entering the construction area. The City proposes to construct a temporary bypass road and crossing to divert vehicular and pedestrian traffic around the construction area with the following safety treatments:

- Construct an asphalt paved roadway with two through lanes for each direction;
- Install concrete panels on the crossing surface;
- Construct a raised median 8-inch in height, 10-feet in width and approximately 100-feet for each approach;
- Install barriers along the centerline of the detour roadway between the raised median at the north approach and shooflies;
- Install a new curb-mounted Commission Standard 9 and a new median-mounted Commission Standard 8 warning devices on each vehicle approach;
- Construct a raised median 8-inch in height, 4-feet minimum in width and approximately 108-feet at Valencia Drive;
- Install American with Disabilities Act (ADA)-compliant tactile surface on all sidewalk approaches three at 15 feet from the centerline of the nearest track and one at 2 feet in front of the warning device gate of the northeast quadrant of temporary crossing;
- Install water-filled barriers and white edge lines to delineate sidewalk approaches for pedestrians;
- Install white edge lines through the temporary crossing to delineate pathway for vehicles; and
- Install CA MUTCD compliant signage and pavement markings, including W10-1, W48 (CA) advance warning signs, and R8-8 'DO NOT STOP ON TRACKS' regulatory signage as shown in plans.



After the completion of the overhead railroad bridge structure, the temporary detour roadway and shooflies will be eliminated and all warning devices and signage will be removed.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request by the City and finds it adequately addresses compliance and safety. As the City 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 August 21, 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].

The new completed grade separated crossing will be identified as CPUC Crossing No. 002B-45.00-B and DOT No. 026581A.

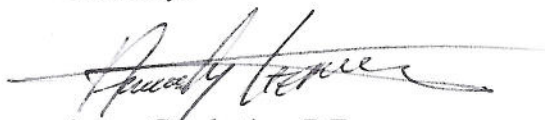
This authorization shall expire if the above conditions are not complied with or the work is not completed within three (3) years of the date of this letter. Upon written request to RCES, the time to complete the project may be extended. Any written request for a time extension must include concurrence 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, the City and/or BNSF 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](mailto:rces@cpuc.ca.gov) as outlined on the web page.

At the conclusion of the project, the City 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](mailto:rces@cpuc.ca.gov).

If you have any questions, please contact Chi Cheung To at (213) 576-5766 or [cct@cpuc.ca.gov](mailto:cct@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  
Mike Sudbeck, Project Manager, OCTA