

## PUBLIC UTILITIES COMMISSION

320W 4th Street, Suite 500  
Los Angeles, CA 90013



February 10, 2014

File Number: XREQ 2014010006  
Acacia Avenue  
City of Fullerton, Orange County

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

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Modify the Acacia Avenue At-Grade Highway-Rail Crossing, Identified as CPUC Crossing No. 002B-44.50 and DOT No. 026580T, in the City of Fullerton, Orange County.**

Dear Ms. Voronel:

This refers to your letter, dated January 17, 2014, received by us on January 23, 2014, requesting authorization pursuant to California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the Acacia Avenue at-grade highway-rail crossing (crossing) of 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-44.50 and DOT No. 026580T.

The double track crossing is a three-lane roadway, located approximately 50 feet north of Acacia Avenue/Valencia Drive intersection. 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 8 (flashing light signal assembly) warning devices. BNSF Railway Company (BNSF) operates approximately 60 freight trains daily with a maximum speed of 40 miles per hour (MPH); the National Passenger Railroad Corporation (Amtrak) and Southern California Regional Rail Authority (SCRRA) operate approximately 25 passenger trains daily with a maximum speed of 70 MPH. The current annual average daily traffic at Acacia Avenue is approximately 6,600 vehicles.

As part of the State College Boulevard and Raymond Avenue Grade Separation Project, the City, in cooperation with BNSF, proposes the following modifications:

- Removal of existing medians, tracks, crossing panels, signal house, and active warning devices;
- Modification of existing street profile and curbs, as shown on plans, to accommodate three tracks;
- Installation of new signal house, tracks and concrete panel crossing surface;

- Construction of raised center medians at both crossing approaches as shown on plans;
- Installation of one curb-mounted and one median-mounted Commission Standard 9 warning device at the northbound vehicular approach, with additional flashers for Valencia Drive;
- Installation of a curb-mounted Commission Standard 9 warning device at the southbound vehicular approach;
- Installation of a median-mounted Commission Standard 8 warning device at the southbound vehicular approach;
- Installation of one curb-mounted and one median-mounted Commission Standard 9E (Commission Standard 9 installed on the departure side of the at-grade crossing) warning device with vehicle presence detection system for southbound vehicular traffic;
- Application of edge line striping through the crossing, for vehicular and pedestrian traffic; and
- Application of California Manual on Uniform Traffic Control Devices (CA MUTCD) standard signage and pavement markings, including W10-1, W10-2, and W48(CA) advanced warning signs, R3-1 “NO RIGHT TURN” train-activated blankout sign, R8-8 “DO NOT STOP ON TRACKS” signs, and “RXR” pavement markings.

As a temporary detour during the State College Boulevard closure, Acacia Avenue crossing will be striped to a four-lane roadway, with two through lanes in each direction. Upon completion of the Grade Separation Project, Acacia Avenue will be re-striped to a three-lane roadway, with a bike path on the northbound departure side of the crossing.

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 dated January 17, 2014, 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 CA MUTCD.

This project is categorically exempt from the requirements of the California Environment Quality Act of 1970, as amended. [California Public Resources Code 21084].

This authorization shall expire if the above conditions are not complied with or if 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 re-evaluate 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 titled *Report of Changes at Highway Grade Crossings and Separation*. Form G requirements and forms can be obtained at the Commission web site Form G page at

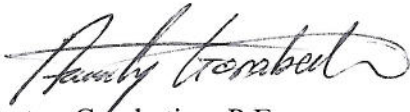
Yelena Voronel  
XREQ 2014010006  
February 10, 2014  
Page 3 of 3

<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 shall 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

cc: **(SENT VIA E-MAIL)**  
Melvin Thomas, BNSF Railway Company  
Mike Sudbeck, Orange County Transportation Authority