

PUBLIC UTILITIES COMMISSION

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



January 29, 2020

File Number: XREQ 2019120005
La Palma Avenue
City of Anaheim, County of Orange

Lora Cross
Project Manager III – Rail Programs
Orange County Transportation Authority
500 South Main Street
Orange CA 92863

SENT VIA EMAIL

Re: General Order 88-B Request for Authority to Alter the La Palma Avenue At-Grade Highway-Rail Crossing, CPUC Crossing Number 101OL-1.12 and DOT Number 027005M in the City of Anaheim, County of Orange

Dear Ms. Cross:

This refers to your letter, dated and received by us on December 16, 2019, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to modify the La Palma Avenue highway-rail at-grade crossing (crossing) of the Southern California Regional Rail Authority (SCRRA/Metrolink) Olive Subdivision tracks, in the City of Anaheim (City), County of Orange. The crossing is identified as CPUC Crossing No. 101OL-1.12 and DOT No. 027005M.

The crossing consists of a single track and a six-lane east-west roadway with three through lanes in each direction. The crossing is within City of Anaheim's 24-hour quiet zone and is equipped with two curb-mounted Commission Standard 9A (flashing light signal assembly with automatic gate arm and additional flashing lights signals over the roadway on a cantilevered arm) and two median-mounted Commission Standard 9 (flashing light signal assembly with automatic gates) warning devices for vehicular traffic, and four Commission Standard 9 pedestrian gates with emergency egress swing gates on the sidewalk approaches of the crossing. The Anaheim Canyon Station is located at the immediate south of the crossing. Approximately 17 SCRRA passenger trains and three BNSF Railway freight trains operate over this line daily. The maximum speed for the passenger and freight trains are 40 miles per hour. The annual average daily traffic at the crossing is approximately 27,000 vehicles.

As part of the service expansion between the Cities of Irvine and San Bernardino, Orange County Transportation Authority (OCTA) plans to construct a second track and a second platform at the Anaheim Canyon Metrolink Station and proposes the following alterations at this crossing as indicated in the request letter and/or as shown in the attachments:

- Remove the existing curb-mounted Commission Standard 9A and median-mounted Commission Standard 9 warning devices at the southwest quadrant of the crossing;
- Remove the existing Commission Standard 9 pedestrian gate and emergency egress swing gate at the northwest, southeast and southwest quadrants of the crossing;
- Construct a siding track west of the existing track with precast concrete panel surface;
- Widen the southern pedestrian crossing approaches at the southwest and southeast quadrants of the crossing;

- Install Commission Standard 9 pedestrian gates with auxiliary flashers and emergency egress swing gates at the southwest and southeast quadrants of the crossing;
- Install Commission Standard 9 pedestrian gates with front and back flashers and emergency egress swing gate at the northwest quadrants of the crossing;
- Install front and back flashers on the Commission Standard 9 pedestrian gate at the northeast quadrant of the crossing;
- Install detectable warning surfaces on all sidewalk approaches;
- Install one curb-mounted and one median-mounted Commission Standard 9 warning device west of the proposed siding track;
- Install one curb-mounted and one median-mounted Commission Standard 9E (Commission Standard 9 installed on the departure side of the at-grade crossing, also known as an exit gate) warning devices west of the proposed siding track for westbound traffic;
- Install vehicle detection loop for the exit gate management system;
- Install queue cutter signal with downstream queue cutter loop at approximately 138 feet east of east track;
- Modify existing railroad circuitry to accommodate for advance preemption time;
- Apply California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage and pavement markings, including W10-1, and W48(CA) advance warning signs, and “RXR” and railroad limit pavement markings as shown on the plans.

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by OCTA and finds that it adequately addresses compliance and safety. As the City, OCTA and SCRRA 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 December 16, 2019, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission GOs and the current version of the CA MUTCD, published by the California Department of Transportation. The City, OCTA and SCRRA must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

Temporary traffic controls shall be provided in compliance with current version of the CA MUTCD. Refer to CA MUTCD Section 6G.18 and Figure 6H-46 regarding “Work in the Vicinity of a Grade Crossing.”

SCRRA must ensure that Emergency Notification Systems signs are installed to comply with CFR 234.309.

This project is categorically exempt from the requirements of the California Environmental 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 RCEB, 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, RCEB may reevaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, City, OCTA and/or SCRRA shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G titled *Report of*

Lora Cross
XREQ 2019120005
January 29, 2020
Page 3 of 3

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/crossings>. This report may be submitted electronically to rceb@cpuc.ca.gov.

At the conclusion of the project, SCRRA should electronically submit an updated FRA inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. Commission requests a concurrent copy of the updated inventory form be submitted to rceb@cpuc.ca.gov.

If you have any questions, please contact Chi Cheung To at (213) 576-5766 or cct@cpuc.ca.gov.

Sincerely,



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

C: **(SENT VIA EMAIL)**
Ellie Yazdani, City of Anaheim
Justin Fornelli, SCRRA
Naresh Patel, HDR

