RS&C/RRT/ppl

Decision 96-10-026 October 9, 1996

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the Foothill/Eastern Transportation Corridor Agency for an order authorizing construction of two crossings at separated grades between the Eastern Transportation Corridor and Southern California Regional Rail Authority's Orange subdivision main line at Railroad Milepost 183.42 and 183.46 sometimes referred to as the "Route 133 Mainline/Future Technology Drive over-crossing in the City of Irvine, in the County of Orange.	Application 96-06-035 (Filed June 24, 1996)

ORIGINAL

O P I N I O N

As part of the project to construct the State Route 231 (SR-231) Eastern Transportation Corridor Freeway, a 26 mile toll road connecting State Route 91 (SR-91) Freeway near the Orange/Riverside County boundary and State Route 133 Laguna Freeway at the Interstate 5 (I-5)/State Route 133 (SR-133) Freeway Interchange, the Foothill/Eastern Transportation Corridor Agency (FETCA) requests authority to construct two overhead grade separation bridge structures over the Orange County Transportation Authority's (OCTA) Orange Subdivision Main Line, formerly owned by the Atchison, Topeka, and Santa Fe Railway Company, in the City of Irvine, Orange County.

FETCA proposes to construct parallel vehicular viaducts on the Eastern Transportation Corridor spanning the right-of-way of the OCTA. The proposed structures are referred to as the "State Route 133 Main Line/Future Technology Drive Overcrossings."

The structures will carry the Eastern Transportation Corridor across two existing tracks by means of parallel reinforced concrete box girder structures. The total length of the northbound viaduct bridge structure along the roadway will be about 458 feet,

and the southbound viaduct bridge structure about 465 feet, both measured from the Beginning Bridge point to the End Bridge point. Abutments and double or triple crown bents will be of reinforced concrete supported on pile foundation. All columns will be placed outside of the railroad right-of-way.

As part of the staged construction plan, a temporary haul bridge grade separation structure will be constructed over OCTA's tracks to provide access across the railroad right-of-way. The haul bridge will carry fill materials for the westerly approach of the two permanent overpass bridge structures.

In addition to the Southern California Regional Rail Authority's (SCRRA) Metrolink commuter and the National Railroad Passenger Corporation's Amtrak intercity passenger train services, there are several freight trains operated by the Burlington Northern Santa Fe Corporation (BNSF) each day on the main line.

FETCA is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) Code Section 21000, et seq. On May 14, 1992, FETCA prepared a Final Environmental Impact Report (FEIR)/TCA EIR 2 and an Addendum to FEIR 2, dated October 13, 1994, on the project. A Notice of Determination was filed on May 14, 1992 for TCA FEIR 2, and on October 13, 1994 for Addendum to TCA FEIR 2 with State of California, Governor's Office of Planning and Research which determined the project to have a significant effect on the environment. Mitigation measures were made a condition of approval of the project.

The Commission is a responsible agency for this project under CEQA and has reviewed the lead agency's FEIR 2, Addendum, and Notices of Determination. Mitigation measures will reduce impacts to acceptable levels. After reviewing the need for and the safety of the overpass grade separation bridge structures, the staff recommends that the application be approved.

The application complies with the Commission's filing requirements, including Rule 38 of the Rules of Practice and Procedure, which relates to the construction of public highways across railroads. A location map and details from the project plans are shown in Appendix A.

Findings of Fact

1. Notice of the application was published in the Commission Daily Calendar on June 26, 1996. No protests have been received. A public hearing is not necessary.

2. FETCA requests authority under Public Utilities Code, Sections 1201-1205, to construct the State Route 133 Main Line/Future Technology Drive Overpass grade separation bridge structures over OCTA's Orange Subdivision main line in Irvine, Orange County.

3. Construction of the overpasses will provide a connection between SR-91 Freeway near the Orange County/Riverside boundary and the SR-133 Freeway at the I-5/SR-133 Freeway Interchange in Irvine.

4. Public convenience, necessity, and safety require construction of the SR-133 Main Line/Future Technology Drive Overcrossing.

5. Construction of the overpasses requires temporary construction of a haul bridge over OCTA's existing operating right-of-way during construction of the permanent railroad bridge structures.

6. FETCA is the lead agency for this project under CEQA as amended.

7. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's FEIR 2, Addendum, and Notice of Determination.

8. The construction the SR-133 Main Line/Future Technology Drive overhead bridge structures will have a significant impact on the environment. Mitigation measures have been taken by FETCA to reduce construction noise, traffic delays, landscape removal, and other construction related impacts.

Conclusion of Law

The application should be granted as set forth in the following order.

O R D E R

IT IS ORDERED that:

1. The Foothill/Eastern Transportation Corridor Agency (FETCA), is authorized construct two grade separation bridge structures over Orange County Transportation Authority's (OCTA) Orange Sub-division Main Line, identified as State Route 133 (SR-133)/Future Technology Drive Crossings 101OR-183.42 and 101OR-183.46, as more fully indicated and substantially as shown by plans attached to the application and Appendix A of this order in Irvine, Orange County.

2. FECTA is also authorized to construction a temporary haul bridge at railroad milepost 183.46 to allow for continuous access across the railroad right-of-way during construction.

3. Upon completion of the new railroad bridge structures FETCA shall remove the temporary haul bridge.

4. Clearances shall be in accordance with General Order (GO) 26-D.

5. Walkways shall conform to GO 118. Walkways adjacent to any trackage subject to rail operations shall be maintained free

of obstructions and shall be promptly restored to their original condition in the event of damage during construction.

6. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between parties. A copy of the agreement, together with plans of the project approved by OCTA, shall be filed with the Commission by FETCA prior to construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

7. Within 30 days after completion of the work under this order, FETCA shall notify the Commission's Rail Safety/Carriers Division in writing that the authorized work has been completed.

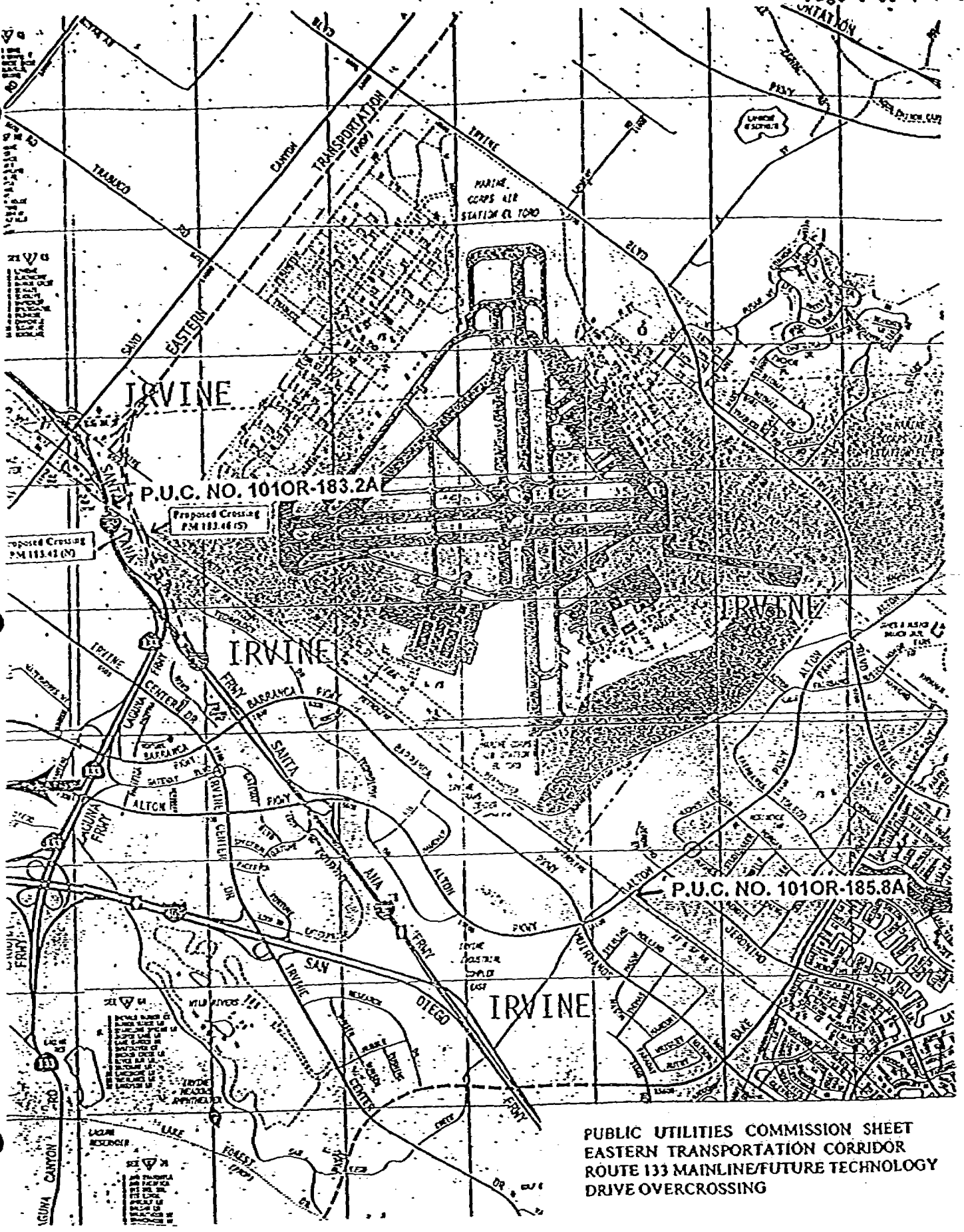
8. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so required.

9. The application is granted as set forth above.

This order is effective 30 days from today.

Dated OCT 9, 1996, at San Francisco, California.

P. GREGORY CONLON
President
DANIEL Wm. FESSLER
JESSIE J. KNIGHT, JR.
HENRY M. DUQUE
JOSIAH L. NEEPER
Commissioners



PUBLIC UTILITIES COMMISSION SHEET
EASTERN TRANSPORTATION CORRIDOR
ROUTE 133 MAINLINE/FUTURE TECHNOLOGY
DRIVE OVERCROSSING

INDEX OF SHEETS
TYPE SHEET NO

TRANSPORTATION CORRIDOR AGENCIES

PROJECT PLANS FOR CONSTRUCTION ON

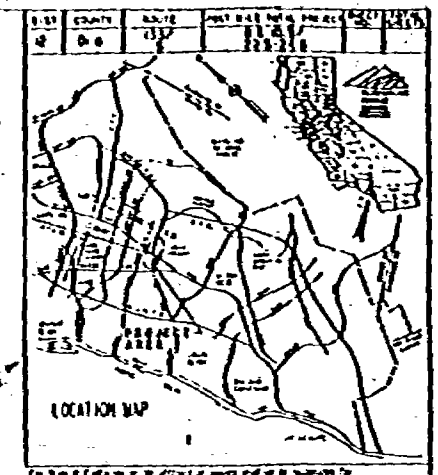
EASTERN TRANSPORTATION CORRIDOR
STATE ROUTE 133

IN ORANGE COUNTY

STATE ROUTE 133
INTERSTATE 5/133 INTERCHANGE

To be supplemented by Standard Plans dated February 15, 1996

SECTION 06
INTERMEDIATE SUBMITTAL
PROJECT PLANS



BEGIN WORK AND CONSTRUCTION (ROUTE 133)
STA 9070+43 PM 8.8

END WORK AND CONSTRUCTION (ROUTE 5)
STA 550+50 PM 24.8

STRUCTURE LIST

	NAME	BRIDGE NO.
1	MAINE CENTER DR U.C. (SB OFF RAMP)	55-769 R
2	SB OFF-RAMP SEP	55-770 F
3	RTE 133/5 SEP (CONN. 133/59)	55-771 F
4	RTE 133/5 SEP	55-772 R/L
4	PROPOSED TECHNOLOGY DR. OVERCROSSING	55-773 R/L
5	MAINE RAT UC	55-774 R/L
7	RTE 5/133 SEP (CONN. 133/133)	55-775 F
8	M CONN. 5/133-59	55-776 F

EL TORO
MCAS

END WORK AND CONSTRUCTION (ROUTE 133)
STA 9181+00 PM 10.8

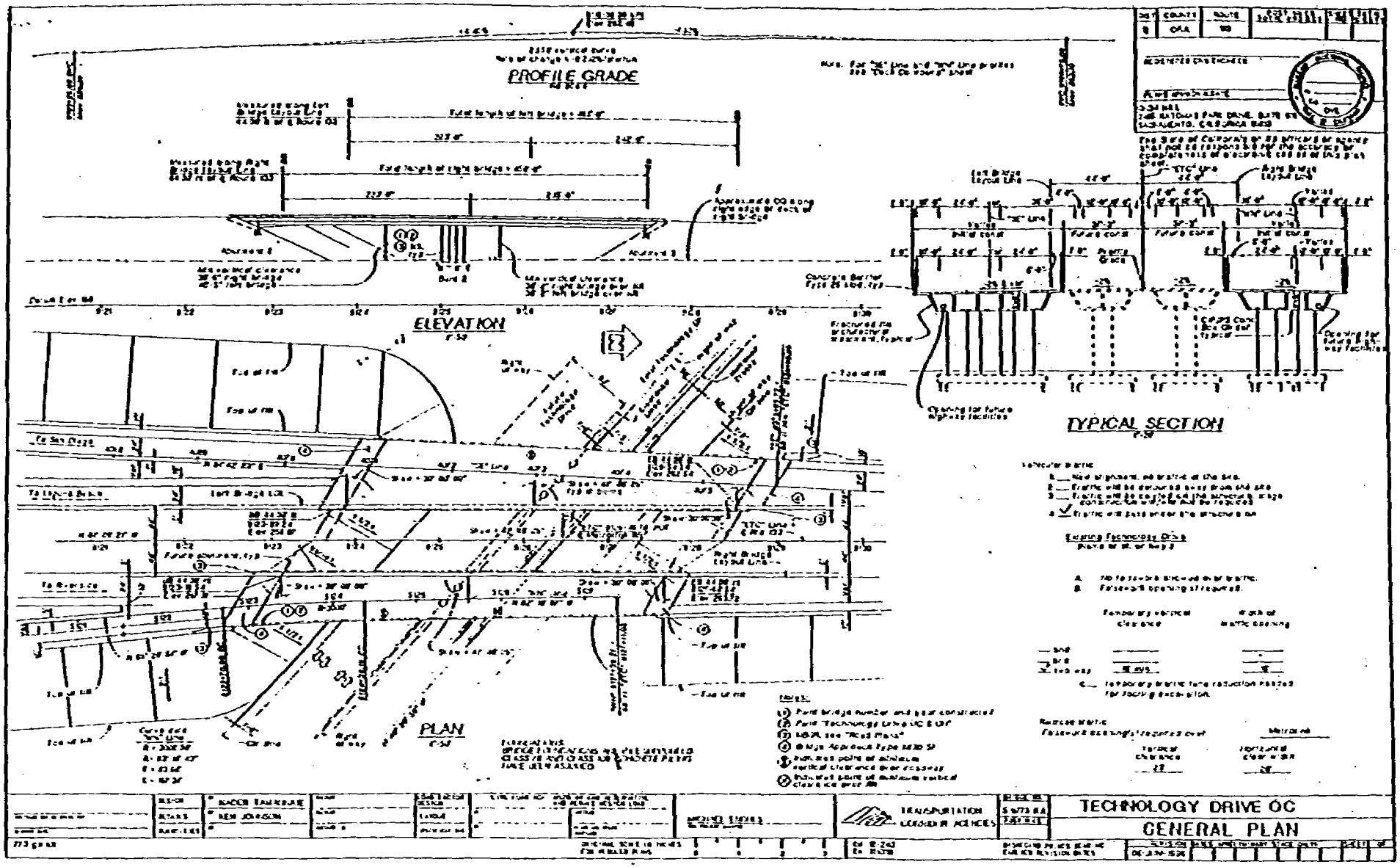
BEGIN WORK AND CONSTRUCTION (ROUTE 5)
STA 423+61 PM 22.5

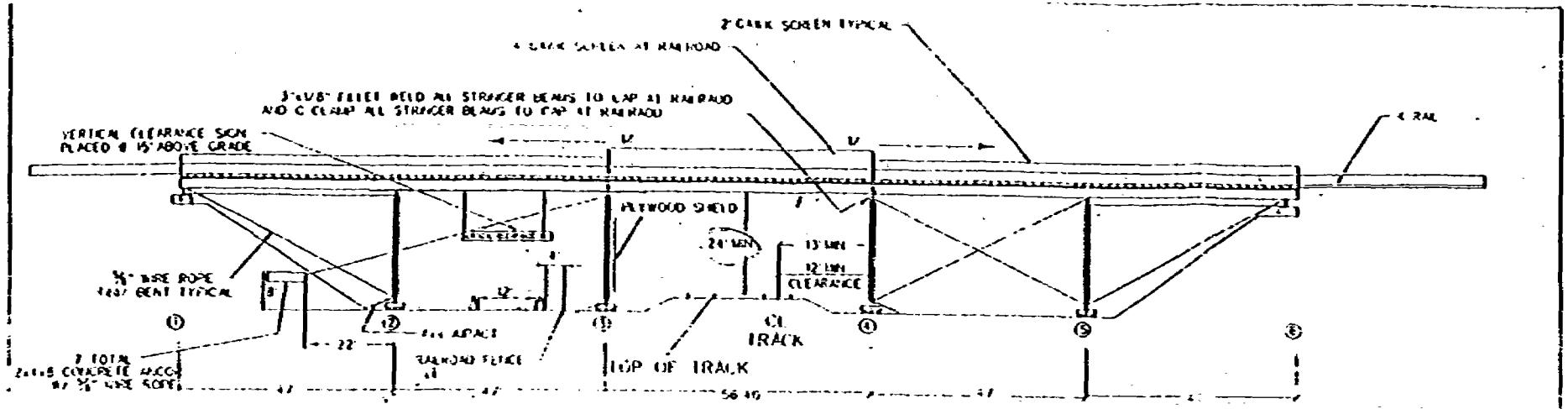
The Contractor shall possess the class or classes of license as specified in the "Notice to Contractors".

PREPARED FOR:
SILVERADO CONSTRUCTORS

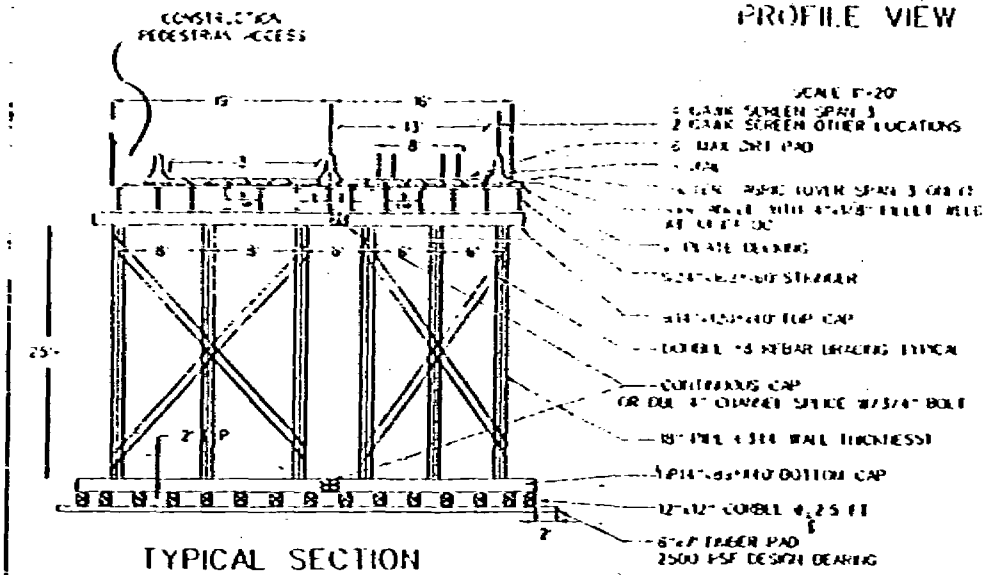
PREPARED BY:
CH2M HILL
25 LAKE HILL AVE
SANTA ANA, CA 92705

Contract No.


PROFILE GRADE
ELEVATION
PLAN
TYPICAL SECTION
TECHNOLOGY DRIVE OC
GENERAL PLAN

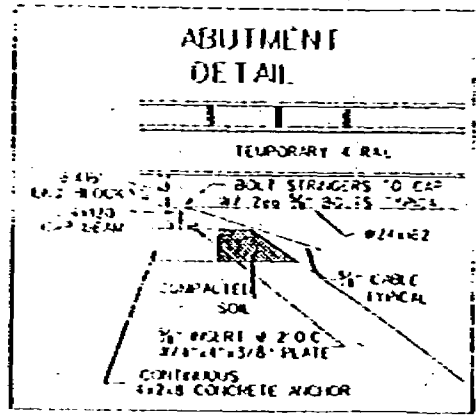


PROFILE VIEW



TYPICAL SECTION

SCALE 1"=10'



CONSTRUCTION NOTES

1. ¾" PLYWOOD WILL BE SUPPLIED TO BENTS ADJACENT TO TRACKS BETWEEN 2'-15
2. COLLISION POST WILL BE PROVIDED AS REQUIRED
3. THE SHOWN STRUCTURES ARE DESIGNED FOR DOUBLE SEMI BOTTOM DUMP TRUCKS WEIGHT OF TRUCK = 134K

Silverado CONSTRUCTORS

TEMPORARY HAUL BRIDGE

Appendix A
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