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July 8, 2010

File Number: G.10-06-01818
City of Irvine, County of Orange

Mark Carroll
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Re: **General Order 88-B Request for Authority to Modify the Sand Canyon Avenue Highway-Rail Crossing, CPUC Crossing No. 101OR-182.9 in the City of Irvine, Orange County.**

Dear Mr. Carroll:

This refers to your letter, dated June 11, 2010 (June 23, 2010), requesting authorization, pursuant to Commission General Order (GO) 88-B, to modify the existing at-grade crossing of the Southern California Regional Rail Authority (SCRRA) Orange Subdivision tracks and Sand Canyon Avenue in the City of Irvine (City), Orange County. The crossing is identified by CPUC Crossing Number 101OR-182.9.

In addition to SCRRA Metrolink train freight trains, the BNSF Railway (BNSF) and the National Passenger Railroad Corporation (Amtrak) operate freight and passenger trains over this line respectively.

The City proposes to grade separate the existing crossing by constructing a railroad bridge over Sand Canyon Avenue. As part of the project, the City proposes to use the existing Sand Canyon Avenue at-grade crossing as a temporary detour crossing to maintain traffic flow in this location while construction of Sand Canyon underpass is being completed. The new Sand Canyon underpass will be relocated northwest of the existing crossing. The new proposed CPUC Crossing Number for the grade separation structure is 101OR-182.86-B.

The construction of the Sand Canyon Avenue underpass will occur in phases: Two shoofly tracks will be constructed south of the existing mainline tracks as a temporary at-grade crossing, at which point train traffic will be switched to the shoofly tracks. Then the existing mainline tracks will be removed and the roadway re-profiled. The mainline tracks will be reinstalled at the new elevated grade, and the shoofly and its warning devices removed. Train traffic will be returned to the modified mainline at-grade crossing, where it will remain in service until the grade separation structure and the associated roadway modifications are completed.

City proposes the following crossing treatments at the temporary shoofly at-grade crossing and the modified (but also temporary) mainline at-grade crossing:

- Install a queue-cutter signal northbound for Sand Canyon Avenue traffic with video detection system

- Install a Commission Standard 9 (flashing light signal assembly with automatic gate) warning device for the northbound vehicular approach
- Install a Commission 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 vehicular traffic
- Install raised medians islands on both approaches of the crossing extending 100 ft along with k-rail between the deactivated tracks and medians to prevent gate drive around.
- Maintain a pedestrian crossing on the east side of the tracks with delineated sidewalks through the crossing
- Install a pedestrian gate in combination with swing gate at east sidewalk of the crossing.
- Install Americans with Disabilities Act (ADA) standard detectable warning tactile strips on all sidewalk approaches to the crossing
- Application of MUTCD compliant signage and pavement markings

The Commission's Rail Crossings Engineering Section (RCES) investigated the request filed by the City, and finds it adequately addresses compliance and safety. As the City, SCRRA, and OCTA are all 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 June 11, 2010 and summarized above are authorized. Upon completion of the Sand Canyon Avenue underpass, the temporary detour main line crossing shall be permanently closed and all warning devices removed.

Temporary traffic controls shall be provided in compliance with Section 8A.05, Temporary Traffic Control Zones, 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.

This project is categorically exempt from the requirements of the California Environment 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 if the work is not completed within three years of the date of this letter. Upon written request to this office, 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, SCRRA 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 Separations*. Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/formg>. This report may be submitted electronically to rces@cpuc.ca.gov as outlined on the web page.

If you have any questions, please contact Laurence Michael at (213) 576-7076 or ldi@cpuc.ca.gov.

Sincerely,



Daren Gilbert, Supervisor
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Consumer Protection and Safety Division

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