

PUBLIC UTILITIES COMMISSION

180 PROMENADE CIRCLE, SUITE 115
SACRAMENTO, CA 95834



April 18, 2012

File Number: G.12-03-008
Douglass Road
City of Anaheim, County of Orange

Mark Vukojevic
City Engineer, Public Works
City of Anaheim
200 South Anaheim Boulevard
Anaheim, California 92805

Re: General Order 88-B Request for Authority to Alter the Grade-Separated Crossing of Douglass Road and Southern California Regional Rail Authority Orange County Subdivision Tracks, CPUC Crossing Number 101OR-170.80-B and DOT Number 916116J, in the City of Anaheim, Orange County

Dear Mr. Vukojevic:

This refers to your letter, dated March 15, 2012 (received on March 19, 2012), requesting authorization, pursuant to the California Public Utilities Commission (Commission) General Order (GO) 88-B, to modify the existing grade-separated crossing of Douglass Road and Southern California Regional Rail Authority's (SCRRA aka Metrolink) Orange County Subdivision tracks in the City of Anaheim (City), Orange County. The crossing is identified by CPUC Crossing Number 101OR-170.80-B and DOT Number 916116J.

Douglass Road grade-separated underpass is a four-lane roadway running roughly north/south, two (2) lanes in each direction under two SCRRA tracks. There are approximately four (4) BNSF Railway Company (BNSF) freight trains per day and 41 Metrolink or National Passenger Railroad Corporation (Amtrak) passenger trains per day, operating on these tracks.

The City proposes the following alterations to the Douglass Road bridge structure crossing:

- Remove the existing through-girder bridge structure;
- Construct a new steel plate girder bridge structure of the same single span of 92 feet 6 inches and widen the bridge structure from 65 feet 8 inches to accommodate the proposed new station platforms;
- Remove the two existing tracks and install two new tracks of the same standard gauge at the same grade;

- Construct two (2) station platforms, 8 inches above the top of rail, along the north and south sides of the new bridge structure for the Anaheim Regional Transportation Intermodal Center (ARTIC); and
- Lower the Douglass Road roadway grade at the crossing to increase the minimum overhead clearance between the bridge structure and the roadway surface from 14 feet 3 inches to 15 feet 6 inches.

The project proposes the following clearances:: a clearance of 21 feet between the center lines of the two (2) parallel tracks; a side clearance of 5 feet 4 inches from the center line of both tracks to the adjacent station platform; and a minimum overhead clearance of 15 feet 6 inches between the new bridge structure and the new roadway surface of Douglass Road. The project will require temporary alternate track closures and a full roadway closure planned during the off season use of the Angels Stadium. During construction, temporary traffic control devices will be in compliance with the California Manual on Uniform Traffic Control Devices (CA MUTCD), published by the California Department of Transportation. The proposed Douglas Road railroad bridge structure complies with the minimum clearance requirements specified in Commission General Order (GO) 26-D, therefore, this authorization does not require temporary or permanent clearance deviations.

The Commission's Rail Crossings Engineering Section (RCES) has investigated the request, and finds it adequately addresses compliance and safety. As the City, Orange County Transportation Authority (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 the request and summarized above are authorized.

Temporary traffic controls shall be provided in compliance with the CA MUTCD. All parties shall comply with all applicable rules, including the Commission General Orders and CA MUTCD.

As modification of an existing grade-separated crossing, this project is statutorily exempt from the requirements of the California Environment Quality Act (CEQA) 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 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 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 Commission 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.

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At the conclusion of the project, SCRRA should submit an updated FRA inventory form to the Federal Railroad Administration, reflecting the changes. Commission requests a concurrent copy of the updated inventory form be submitted to rces@cpuc.ca.gov.

If you have any questions, please contact Bill Lay at (213) 576-1399 or bll@cpuc.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Daren Gilbert".

Daren Gilbert, Manager
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

- C: Patricia A. Watkins, SCRRA-Metrolink, 279 East Arrow Highway, Suite A, San Dimas, California 91773
Jennifer Bergener, OCTA, 550 South Main Street, Orange, California 92863-1584
Harry C. Steelman, Amtrak, 810 N. Alameda Street, 3rd Floor, Los Angeles, California 90012
George R. Hale, Parsons Brinckerhoff, 505 South Main Street, Suite 900, Orange, California 92868-4529
Melvin V. Thomas, BNSF Railway Company, 740 East Carnegie Drive, San Bernardino, California 92408