

PUBLIC UTILITIES COMMISSION

320 West 4th Street, Suite 500
LOS ANGELES, CA 90013



October 15, 2012

File Number: G.12-09-007
North Anaheim (SR 91) OH
City of Anaheim, County of Orange

Erika Irizarry
Associate Right of Way Agent, Railroads
California Department of Transportation
District 12 – Right of Way
3347 Michelson Drive, Suite 100
Irvine, CA 92612

Re: General Order 88-B Request for Authority to Alter the North Anaheim (SR91) Crossing, CPUC Crossing Number 101OR-166.60-A and DOT Number 026641G, in the City of Anaheim, County of Orange

Dear Ms. Irizarry:

This refers to your letter dated July 17, 2012, received by us on September 11, 2012, requesting authorization, pursuant to the California Public Utilities Commission (Commission) General Order (GO) 88-B to alter the existing grade-separated crossing of the North Anaheim State Route (SR) 91 Overhead and the Southern California Regional Rail Authority (SCRRA) Orange County Subdivision tracks in the City of Anaheim (City), Orange County. The crossing is identified by CPUC Crossing Number 101OR-166.60-A and DOT Number 026641G.

North Anaheim SR 91 Overhead is an eleven-lane freeway that crosses over two SCRRA mainline tracks. In addition to the SCRRA Metrolink passenger trains, the Burlington Northern Santa Fe Railway Company (BNSF) and the National Passenger Railroad Corporation (Amtrak) operate freight and passenger trains over this line respectively.

The California Department of Transportation (Caltrans) proposes to widen the northern side of the existing North Anaheim Overhead to add a travel lane. The work will involve modification of the existing bridge and pier protection wall, placement of cast-in-drilled-hole concrete piles, construction of cast-in-place reinforced concrete substructures and pier protection wall, and, afterward, placement of the superstructure made up of steel girders under a reinforced concrete deck. A chain link fence will also be constructed along the top of the new concrete bridge barrier, as shown on the plans. Caltrans further proposes that the widening work will not decrease the existing horizontal clearance distance to the tracks of 13 feet 4 inches. During construction, a temporary reduced horizontal clearance of 8 feet 6 inches minimum, measured from the center line of tracks to the face of temporary shoring, will be maintained for the construction of the new pier protection wall and bridge foundations. This is in conformance with the GO 26-D standard of 8 feet 6 inches for horizontal clearances.

For the vertical clearance, Caltrans indicates that the overhead clearance of 22 feet 4 inches, an existing condition, cannot be corrected and requests they be allowed to persist. GO 26-D currently requires an overhead clearance of 22 feet 6 inches, but does in Section 15 of the GO allow the Commission to consider requests for continuance of impaired clearances already existing and lawful at the time the General Order was adopted.

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 (Caltrans). The only potential traffic control will be site access by the contractors. Therefore, this authorization does not require temporary or permanent clearance deviations or other variances from applicable GO standards.

Pursuant to Commission Resolution SX-76 and Section 16.2 of General Order 26-D, Caltrans is granted authorization to continue the current overhead clearance at this location of 22 feet 4 inches, until such time as the North Anaheim SR91 Overhead structure is reconstructed.

The Commission's Rail Crossings Engineering Section (RCES) investigated the request filed by Caltrans and finds it adequately addresses compliance and safety. As Caltrans, County, SCRRA 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 letter dated July 17, 2012 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 within three (3) years of the date of this letter or shall automatically terminate when the above conditions are not complied with. If an extension/revision of this authorization is anticipated, a written request for extension/revision shall be filed with RCES at least 30 days prior to the expiration/termination date. Any written request for an extension/revision shall include concurrence letters by involved parties in support of the extension/revision. If an extension/revision is requested, RCES may reevaluate the crossing prior to granting an extension or require a new authorization, as appropriate.

Within 30 days after completion of this project, Caltrans 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.

At the conclusion of the project, SCRRA should notify the Federal Railroad Administration (FRA) of the completion of the crossing alteration by submitting a completed U.S. DOT CROSSING

INVENTORY FORM, form FRA F6180.71, for the alteration. The Commission requests that a concurrent copy of that submittal be provided to rces@cpuc.ca.gov.

If you have any questions, please contact Oliver Garcia at 213-576-7077 or ogl@cpuc.ca.gov.

Sincerely,



Anton Garabetian, P.E.
Program and Project Supervisor
Rail Crossings Engineering Section
Consumer Protection and Safety Division

CC: Ricky Rodriguez, Office Chief, California Department of Transportation
Patricia Watkins, Assistant Director, Public Projects, SCRRA
Jim Beil, P.E., Executive Director, Capital Programs, Orange County Transportation Authority (OCTA)
Melvin Thomas, Manager Public Projects, BNSF