

PUBLIC UTILITIES COMMISSION

320 W. 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



September 29, 2021

File Number: XREQ 2021090007
La Paz Road
City of Mission Viejo, Orange County

Mark Chagnon
Director of Public Works
City of Mission Viejo
200 Civic Center
Mission Viejo, CA 92691

SENT VIA E-MAIL

Re: General Order 88-B Request for Authority to Modify the La Paz Road Grade-Separated Highway-Rail Crossing, Identified as CPUC Crossing Number 101OR-190.40-A and DOT Crossing Number 026776M, in the City of Mission Viejo, Orange County.

Dear Mr. Chagnon:

This refers to your letter dated September 21, 2021, and received by us on September 23, 2021, requesting authorization pursuant to California Public Utilities Commission (CPUC/Commission) General Order (GO) 88-B to modify the La Paz Road grade-separated highway-rail crossing (crossing) at the Southern California Regional Rail Authority (SCRRA) tracks in the City of Mission Viejo (City), Orange County. The crossing is identified as CPUC Crossing Number 101OR-190.40-A and DOT Crossing Number 026776M.

The crossing is comprised of two bridge structures over two SCRRA mainline tracks. Each bridge consists of two vehicular lanes with one bicycle lane and a pedestrian sidewalk. SCRRA and the National Passenger Railroad Corporation (Amtrak) operate a total of 54 passenger trains daily at a maximum speed of 90 miles per hour (mph) while BNSF operates 4 freight trains daily at a maximum speed of 55 mph. The annual average daily traffic along the La Paz Road bridge is approximately 36,100 vehicles with a speed limit of 40 mph.

The City proposes to widen each of the bridge structures by 19 feet 8 inches. The addition will allow an additional vehicular lane in each direction, along with sidewalk with railing enhancements. Additionally, the City will address the existing structural deficiencies and construct pier protection for the structures.

All proposed permanent clearances, as shown in the submitted plans, comply with the minimum clearance requirements stated in the Commission's GO 26-D. No temporary impaired clearances have been requested during construction.

The Commission's Rail Crossings and Engineering Branch (RCEB) investigated the request filed by the City and finds that it adequately addresses compliance and safety. As the City 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 letter dated September 21, 2021, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission

General Orders and the California Manual on Uniform Traffic Control Devices, published by Caltrans.

This project is statutorily 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 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 re-evaluate the crossing prior to granting an extension.

Within 30 days after completion of this project, the City shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G. Form G requirements and forms can be obtained at the Commission web site 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 shall submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes.

If you have any questions, please contact Howard Huie at howard.huie@cpuc.ca.gov or (415) 308-0533.

Sincerely,



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

cc: **(SENT VIA E-MAIL)**
Andy Althorp, SCRRA