

**BEFORE THE PUBLIC UTILITIES COMMISSION  
OF THE STATE OF CALIFORNIA**



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Application of the City of Anaheim for an order ) Application No.  
authorizing the construction of a pedestrian )  
tunnel, pedestrian overcrossing structure and a )  
baggage tunnel for the new Anaheim Regional )  
Transportation Intermodal Center (ARTIC) )  
which is located approximately 1400 ft. east of )  
the existing Anaheim Train Station located in )  
the City of Anaheim, County of Orange, State of )  
California. )

A1202006

**APPLICATION FOR ORDER AUTHORIZING THE  
CONSTRUCTION OF A PEDESTRIAN TUNNEL,  
A PEDESTRIAN OVERCROSSING AND A BAGGAGE TUNNEL**

City of Anaheim  
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Anaheim, CA 92805  
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OF THE STATE OF CALIFORNIA**

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Transportation Intermodal Center (ARTIC) )  
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Anaheim Train Station located in the City of )  
Anaheim, County of Orange, State of California. )

**APPLICATION**

The City of Anaheim (hereinafter referred to as “Applicant”), respectfully requests authority from this Commission to construct a pedestrian tunnel and a baggage tunnel under the tracks as well as a pedestrian overcrossing over the tracks owned by the Orange County Transportation Authority (“OCTA”).

All correspondence, communication notices, orders and other papers relative to this application should be addressed to:

Ms. Jamie Lai  
City of Anaheim  
200 S. Anaheim Blvd.  
Anaheim, CA 92805

Copies of all such correspondence should also be addressed to:

Ms. Jennifer Bergener  
Orange County Transportation Authority  
600 South Main Street  
P.O. Box 14184  
Orange, CA 92868

**II**

**STATEMENT OF PUBLIC NEED AND BENEFIT**

The purpose of this project is to provide safe pedestrian access to the new ARTIC station. The pedestrian bridge over the tracks provides access from the ARTIC to both platforms from overhead access. The pedestrian tunnel provides access to both platforms near the west end of the platforms. The baggage tunnel provides safe access for Amtrak baggage handling to and from the ARTIC station to the

platforms. The authorization sought in this application is made pursuant to the California Public Utilities Commission Rule 3.7 of the Commission's Rules of Practice and Procedure.

### III.

#### 1. General Information

The City of Anaheim in conjunction with the Orange County Transportation Authority (OCTA) proposes to construct a pedestrian tunnel under, a pedestrian crossing over and a baggage tunnel under at separated grades to the two existing railroad tracks owned by the OCTA. The locations are approximately 500, 1400 and 1600 feet east of the existing Anaheim Stadium at 170.7. The pedestrian tunnel is in between the existing Anaheim Station and the Douglass Road Underpass (PUC #OR-170.8-B and DOT 26976W). The pedestrian overcrossing and the baggage tunnel are in between the Douglass Road Underpass and the Bike Path Underpass (PUC #OR-170.9-BD and DOT 916117R). The existing tracks are operated by the Southern California Regional Rail Authority (SCRRA), Amtrak for passenger service and the BNSF and UP railroads for freight service. See exhibit "A" for a Vicinity Map.

#### 2. Specific Information for the pedestrian tunnel

- a. The pedestrian tunnel will carry pedestrian traffic from the parking areas at the west end of the platforms as well as pedestrians from the Anaheim Angels Stadium to the platforms on the outside of each track by means of a tunnel and pedestrian ramps. A plan and elevation of the proposed pedestrian tunnel undercrossing is shown in Exhibit "B". This tunnel is a combination of a segmental precast box section for the portion under the tracks and a cast in place section under the platforms which is approximately 14 feet wide by 10 feet high clear distances with additional walkways up to grade.
- b. The section of the tunnel under the railroad is precast to minimize the construction duration. The tunnel will be constructed under one track at a time, therefore half of the tunnel at a time. This will require a weekend shutdown of the tracks for each of these two halves. These phasing and shutdowns are being coordinated with the rail operators. The minimum PUC clearances for the railroad, both before and after construction, will not be compromised.
- c. The nearest railroad crossing to the west (centerline to centerline) is a grade separated pedestrian undercrossing located approximately 500 feet (0.09 miles) at the existing Anaheim Train Station. The nearest crossing to the east is the Douglass Road (PUC #OR-170.8-B and DOT 26976W) Undercrossing located approximately 600 feet (0.11 miles) away. Locations of said public crossings are shown on Exhibit "A".
- d. The pedestrian tunnel is being proposed for transit patrons to access the platforms in a more direct, safe and straight forward manner from the western most parking lot and Angels Stadium.
- e. The proposed CPUC Number is 101OR-170.75-BD and DOT Number 945 785 X.

3. Specific Information for pedestrian overcrossing

- a. The proposed pedestrian overcrossing structure will carry pedestrian traffic from ARTIC, the new station, to the platforms on the outside of each track by means of a four-span bridge. The bridge span over the tracks is supported by steel framed columns and an elevator tower on 10 foot diameter CIDH piles. The other spans are supported by tubular steel framing for the columns on 10 foot diameter CIDH piles and the building structure on the north end of the bridge. The bridge is 265 feet long from the Elevator platform on the south end to the ARTIC building on the north end and supports a 30 foot wide pedestrian corridor. The type of bridge is a steel truss bridge in prefabricated sections with a cast in place concrete walking surface. A plan and elevation of the proposed pedestrian overcrossing structure is shown in Exhibit "C".
- b. Since the bridge spans are prefabricated, it is anticipated that no falsework will be required over the tracks during the placement of the bridge. The final vertical clearance above the top of rails will be a minimum of 25 feet 7 inches. The minimum PUC horizontal clearances for the railroad, both before and after construction will not be compromised with the controlling minimum completed clearance from the track center line to north elevator tower is 16 feet 0 and 5/8 inches. Railroad operations will be impacted during construction for foundation placement, column construction, setting of the superstructure section and pedestrian roof placement. This construction staging is being coordinated with the SCRRA.
- c. The nearest railroad crossing to the west (centerline to centerline) is a grade separated undercrossing located approximately 325 feet (0.06 miles) at Douglass Road (PUC #OR-170.8-B and DOT 26976W). The nearest crossing to the east is the bicycle tunnel located approximately 210 feet (0.04 miles) away at bicycle path (PUC #OR-170.9-BD and DOT 916117R). Locations of said public crossings are shown on Exhibit "A".
- d. This pedestrian crossing is being proposed to provide access to the new proposed ARTIC facility to match future transportation needs of the Orange County Region. In addition to serving Metrolink, Amtrak, OCTA bus operations, shuttles, bicyclists and pedestrians upon opening this facility is slated to serve the future High Speed Rail, the Anaheim Regional Connector and the Maglev line.
- e. The proposed CPUC Number is 101OR-170.86-AD and DOT Number 945 786 E.

4. Specific information for the baggage tunnel

- a. The proposed baggage tunnel will carry Amtrak baggage via carts to and from the ARTIC Amtrak ticketing and check in area to the north and south platforms. A plan and elevation of the proposed baggage tunnel undercrossing is shown on Exhibit "D". This tunnel is a combination of a segmental precast box section approximately 11 feet by 11 feet under the railroad tracks with U-shaped sections tying in on both sides with additional paths up to grade.
- b. The section of the tunnel under the railroad is precast to minimize the construction duration. The tunnel will be constructed under one track at a time, therefore half of the

tunnel at a time. This will require a weekend shutdown of the tracks for each of these two halves. These phasing and shutdowns are being coordinated with the rail operators. The minimum PUC clearances for the railroad, both before and after construction, will not be compromised.

- c. The nearest railroad crossing to the west (centerline to centerline) is a grade separated undercrossing located approximately 450 feet (0.09 miles) at Douglass Road (PUC #OR-170.8-B and DOT 26976W). The nearest crossing to the east is the bicycle tunnel located approximately 60 feet (0.01 miles) away at bicycle path (PUC #OR-170.9-BD and DOT 916117R). Locations of said public crossings are shown on Exhibit “A”.
- d. The baggage tunnel is being proposed to provide safe Amtrak baggage delivery to and from the train platforms in a safe manner without having to cross over the tracks.
- e. The permanent vertical clearance is 10 feet for the baggage tunnel.
- f. The proposed CPUC Number is 101OR-170.89-BX and DOT Number 945 787 L.

#### **IV.**

Attached hereto as Exhibit “A” is a general vicinity map indicating the relation of the proposed pedestrian tunnel undercrossing, the proposed overhead bridge structure and the baggage tunnel undercrossing to existing roads and tracks.

#### **V.**

The point of centerline crossing of the proposed grade separated structures are as follows:

Pedestrian tunnel (Undercrossing)	N = 6066304.48, E = 2239778.89
Pedestrian Bridge (Overcrossing)	N = 6066628.53, E = 2239663.23
Baggage Tunnel (Undercrossing)	N = 6067302.39, E = 2239426.44

#### **VI.**

The proposed grade separations will serve the general public’s need by providing safe and easy access to those traveling to and from the new Anaheim Regional Transportation Intermodal Center as well as providing safe baggage operations for the Amtrak operations.

#### **VII.**

Attached hereto as Exhibit “B” is the plan drawing indicating the layout of the pedestrian tunnel in relation to the OCTA tracks. Also included in Exhibit “B” is a profile indicating the existing tracks and platforms relative to the tunnel and the clearance between the top of the tunnel and the top of rail. The sections of the precast section under the tracks and the cast in place section under the platforms are also

shown. This pedestrian undercrossing is at proposed PUC No. 101OR-170.75-BD in the County of Orange as shown on Exhibit “A”.

### **VIII.**

Attached hereto as Exhibit “C” is the 3D View of the pedestrian bridge overcrossing indicating the relationship of the tracks between the dual elevator shafts on the outside of the tracks. Also included in Exhibit “C” is the framing elevation and track profile indicating the vertical clearance from the rails to the bridge. The elevations and foundation plan is also included indicating the horizontal clearances and the foundation locations in relation to the tracks. This pedestrian bridge overcrossing is a proposed PUC No. 101OR-170.86-BD in the County of Orange as shown on Exhibit “A”.

### **IX.**

Attached hereto as Exhibit “D” is the plan drawing indicating the layout of the baggage tunnel in relation to the OCTA tracks. Also included in Exhibit “D” is a profile indicating the existing tracks and platforms relative to the tunnel and the clearance between the top of the tunnel and the top of rail. The sections of the precast section under the tracks and the cast in place section under the platforms are also shown. This baggage tunnel (undercrossing) is at proposed PUC No. 101OR-170.89-BX in the County of Orange as shown on Exhibit “A”.

### **X.**

Attached hereto as Exhibit “E” is the required Scoping Memo.

### **XI.**

Attached hereto as Exhibit “F” (will be) the required Certificate of Mailing.

### **XII.**

In meeting the requirements of the National Environmental Policy Act (NEPA) and based on the Federal Transit Authority (FTA) review of the Environmental Assessment, dated September 2011, the FTA has issued a Finding of No Significant Impact (FONSI) for the Anaheim Regional Transportation Intermodal Center (ARTIC). The City Council and the City of Anaheim in conformance with requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines approved the adoption of the ARTIC Project Environmental Impact Report Mitigation Monitoring Plan on September 28<sup>th</sup>, 2010. Notice of Determination (FONSI) will be included as Exhibit “G”.

**XIII.**

WHEREFORE, City of Anaheim in association with Orange County Transportation Authority respectfully requests that:

1. The Public Utilities Commission of the State of California issues its Order authorizing the construction of the said grade separated crossings and related work as set forth above.
2. The Order provides thirty-six months from the date of such Order within which to complete the work requested.

Dated at Anaheim, California, County of Orange, this 26 day of January, 2012.

City of Anaheim



By:

Jamie Lai

Transit Manager