

# Project Description

## Project Overview

The Southern California Regional Rail Authority (SCRRA), in partnership with the BNSF Railway (BNSF), is proposing the Kraemer Boulevard to Control Point (CP) Esperanza Third Main Track Project (Project) within BNSF's San Bernardino Subdivision. The Project includes the construction of a new, continuous third main line track, the rehabilitation of unutilized main track, the conversion of existing storage track to main track, the construction of new siding track, and the realignment of several segments of existing track within BNSF's existing right-of-way (ROW) between Kraemer Boulevard at Mile Post (MP) 42.50 in the City of Placentia and CP Esperanza at MP 35.80 in the City of Yorba Linda, Orange County, California.

## Project Goals and Objectives

The Project improvements would facilitate hourly bidirectional passenger service during off-peak times and half-hourly service during peak times along Metrolink's 91/Perris Valley (91/PV) Line and Inland Empire-Orange County (IEOC) Line, which overlap between CP Atwood and the Perris Valley Junction in Riverside, California.

The Project includes the following objectives:

- Objective 1: Improve safety and reliability of the existing rail system
- Objective 2: Enhance operational flexibility throughout Metrolink's 91/PV and IEOC Lines
- Objective 3: Increase capacity along the existing rail corridor

## Project Location

The Project encompasses a 6.70-mile segment of BNSF's San Bernardino Subdivision between MP 42.50 and MP 35.80 and traverses the Cities Placentia, Anaheim, and Yorba Linda in the County of Orange. Figure 1 shows the regional location of the Project, while Figure 2 shows the Project location.

## Project Components

The Project would create a continuous third main line track between MP 42.50 and MP 35.80. Overall, The Project is described in two segments, Kraemer Boulevard (MP 42.50) to CP Atwood (MP 40.60), and CP Atwood to CP Esperanza (MP 35.80), and would require the following improvements within the two segments:

- Kraemer to Atwood segment:
  - Installing a new third main track between Kraemer Boulevard (MP 42.50) and CP Atwood (MP 40.60).
  - Relocating an existing storage track between Jefferson Street (MP 41.00) and Van Buren Street (MP 40.70) 30 feet south of the proposed third main track

- Modifying at-grade crossings and relocating existing signal houses at Jefferson Street (MP 41.00) and modifying at-grade crossings at Van Buren Street (MP 40.70)
- Installing pier protection walls and relocating existing signal houses at Orangethorpe Avenue overpass (MP 41.80) and Tustin Avenue overpass (MP 41.50)
- Widening two existing bridges in the City of Anaheim, over Carbon Creek (MP 42.00) and Richfield Channel (MP 41.10)
- Constructing retaining walls, as follows:
  - An approximately 800-foot retaining wall would be constructed within the southern portion of the railroad ROW east of Kraemer Boulevard
  - An approximately 800-foot retaining wall would be constructed within the railroad ROW between Carbon Creek and the Orangethorpe Avenue overpass
  - An approximately 750-foot retaining wall would also be constructed west of Van Buren Street
- Atwood to Esperanza segment:
  - Installing a new third main track between CP Atwood (MP 40.60) and Imperial Highway (MP 38.40).
  - Upgrading existing storage track east of Imperial Highway to main track
  - Installing new main track from MP 36.00 (near Calle Entrada) to CP Esperanza (MP 35.80)
  - Constructing a new siding track between Imperial Highway and CP Esperanza
  - Modifying at-grade crossings and an existing signal bridge at Richfield Road (MP 40.40) and modifying at-grade crossings at Kellogg Drive (MP 39.20)
  - Installing pier protection walls at Lakeview Avenue overpass (MP 39.90), Imperial Highway overpass (MP 38.40), Fairmont Boulevard overpass (MP 37.50), and Yorba Linda Boulevard overpasses (MP 35.80)
  - Modifying drainage structures, as follows:
    - Relocating an existing drainage structure at MP 38.40 (beneath the Imperial Highway overpass) and existing culvert west of the intersection of Fairmont Connector and Esperanza Road in the City of Yorba Linda to avoid interference with the proposed third main track.
    - Extending up to seven culvert extensions: one east of MP 37.50 and six between MP 36.00 and MP 37.00.
    - Modifying a culvert headwall immediately east of MP 37.50 to avoid interference with the proposed third main track.
  - Constructing retaining structures along the northern portion of BNSF's ROW to create sufficient space for the proposed third main track east of Imperial Highway

## Construction

Project construction is expected to begin in 2021 and would continue for 24 months. Construction of the proposed Project would largely occur within an existing, active railroad ROW containing commuter, intercity, and freight rail service operated by SCRRA, Amtrak, and BNSF, respectively. The final construction staging locations would be determined during final design but are expected to remain within BNSF's ROW.

Construction activities would be scheduled during hours that allow for exclusive track occupancy by construction crews to minimize disruptions to Metrolink and Amtrak operations. Daytime weekday and weekend work hours would be utilized to the greatest extent possible; however, construction would require multiple 24- to 48-hour absolute work windows for the line shifts and cutovers, during which rail operations would be affected. These absolute work windows are typically scheduled for weekends and nights to minimize rail traffic disruptions.

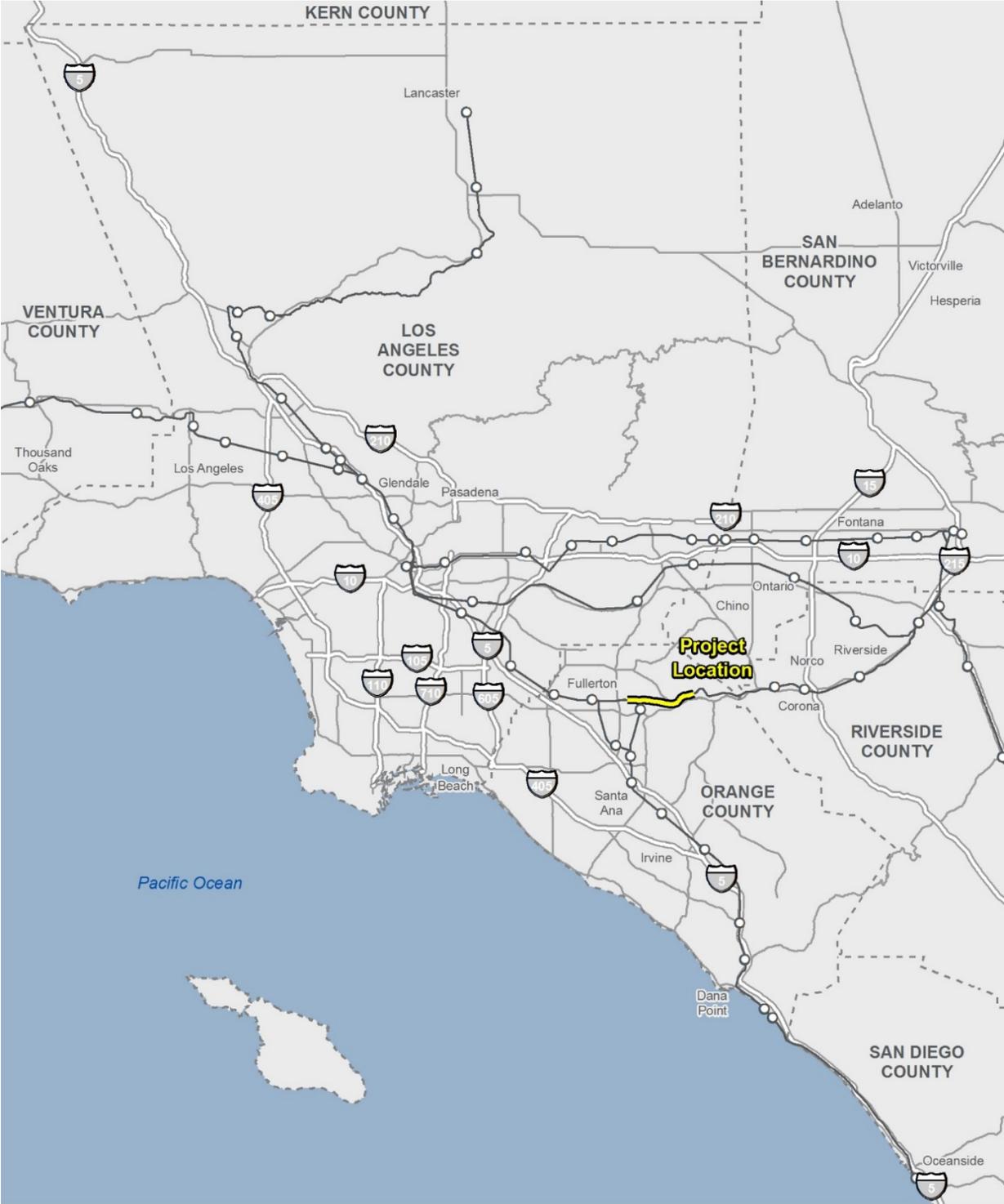
Some of the existing rail, concrete ties, and grade crossing panels would be salvaged, as appropriate. New railroad subgrade would be graded throughout each segment of the Project footprint, and new sub ballast would be placed on top to facilitate the installation of the third main track. Subgrade construction would require linear grading operations within BNSF's ROW to facilitate the movement fill and soil materials within the Project footprint. Final design would attempt to balance cut/fill; however, specific earthwork quantities would be determined during final design.

## Operation

SCRRA forecast enhanced Project operation to start in 2024 with the proposed Project providing increased service capacity on Metrolink's 91/PV and IEOC Lines. As projected, the proposed improvements would accommodate up to 16 revenue trains per day on Metrolink's 91/PV Line and up to 20 revenue trains per day on the IEOC Line.

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Figure 1. Regional Location

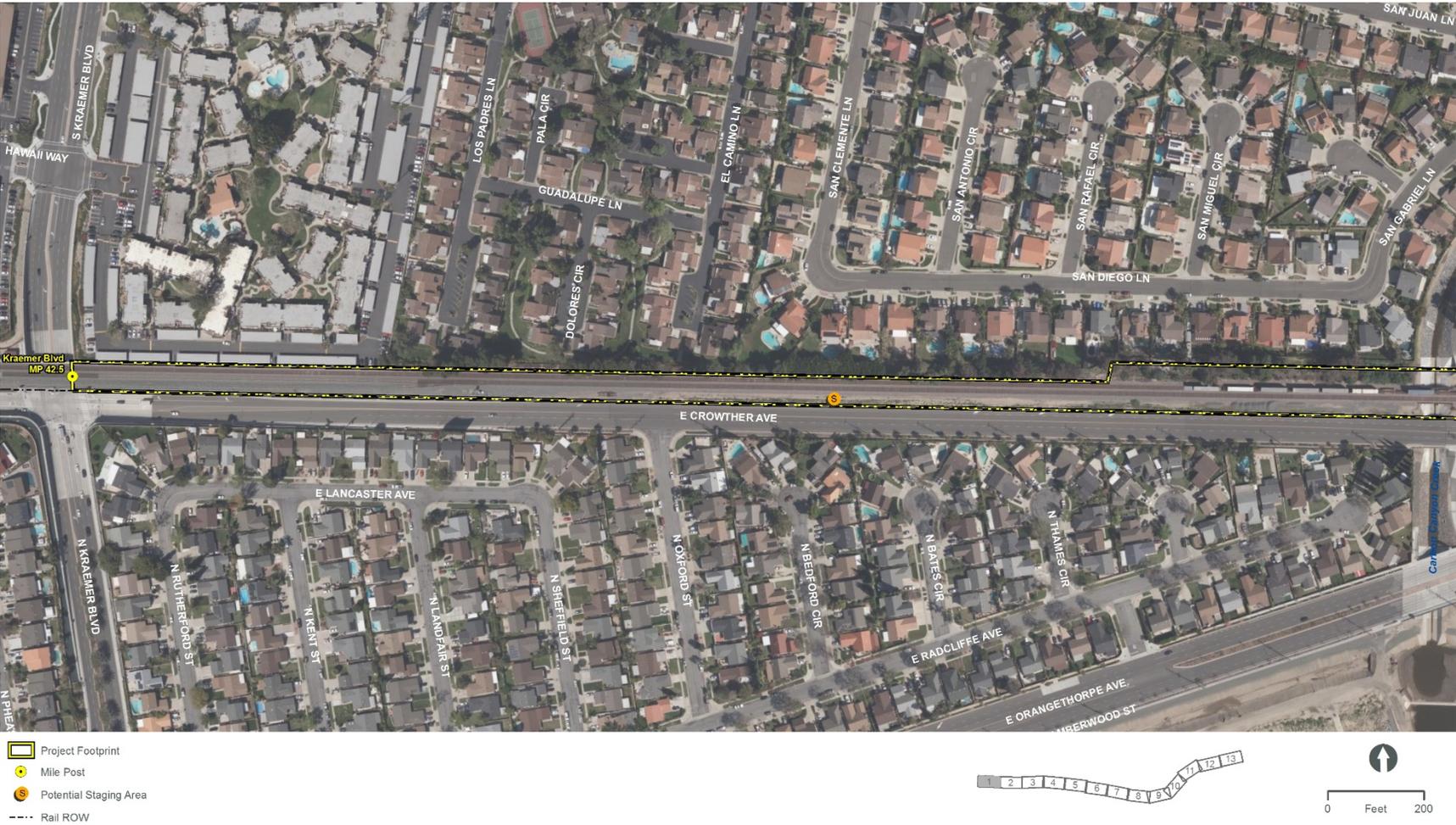


- Project Limits
- County Boundary
- Metrolink Station
- Interstate
- Metrolink Line
- Highway



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Figure 2. Project Location (Sheet 1 of 13)



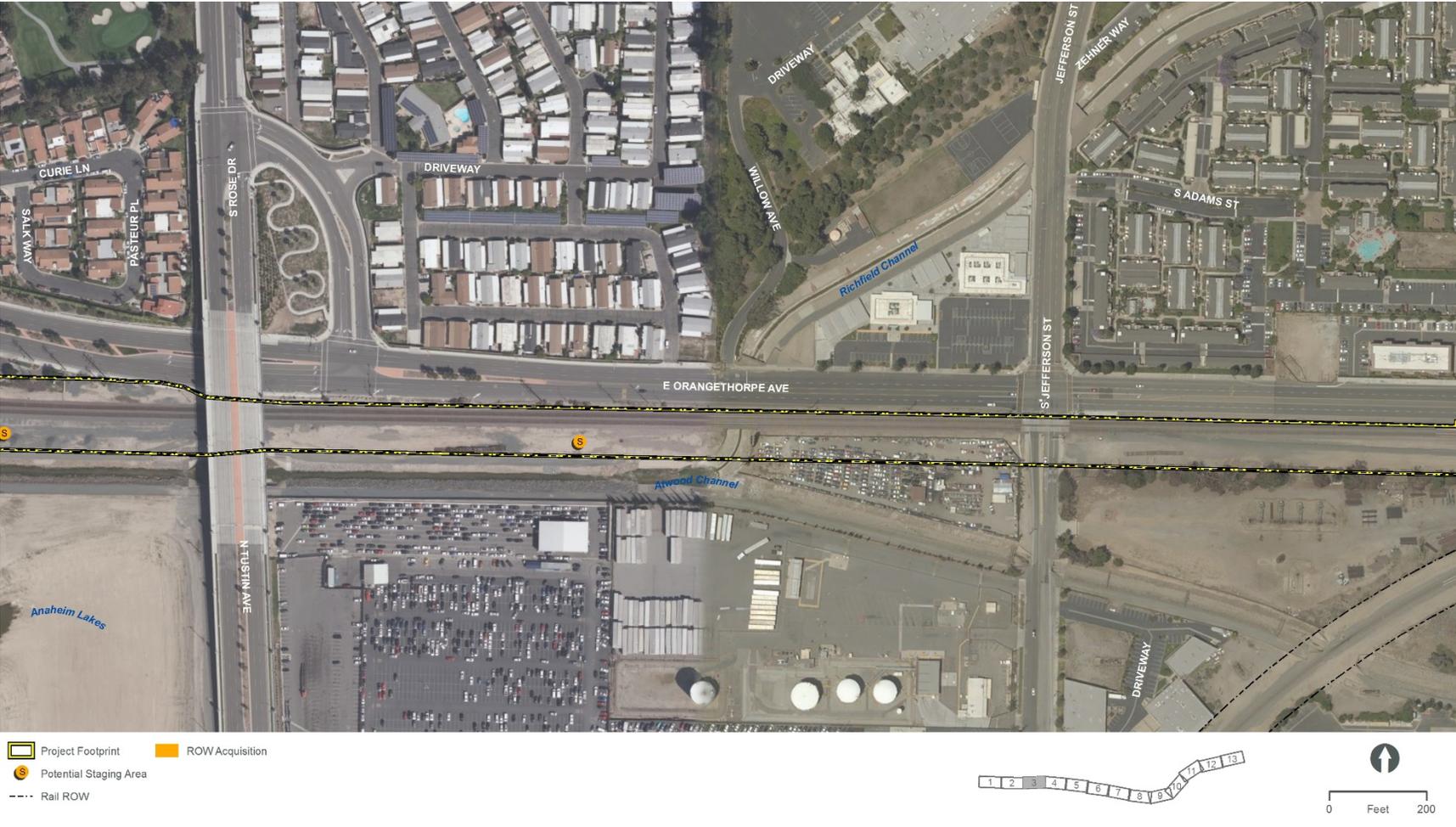
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Figure 2. Project Location (Sheet 2 of 13)



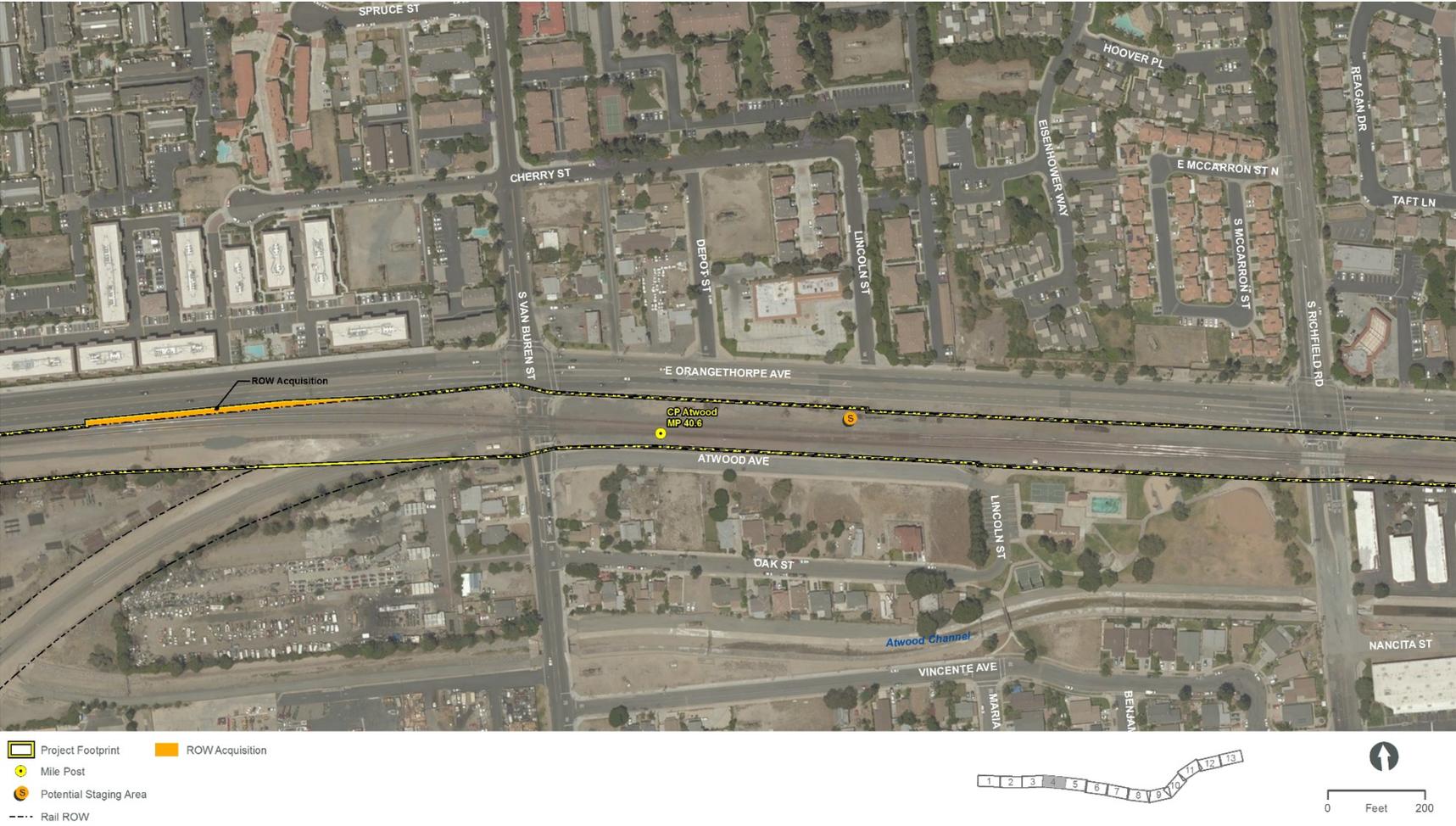
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Figure 2. Project Location (Sheet 3 of 13)



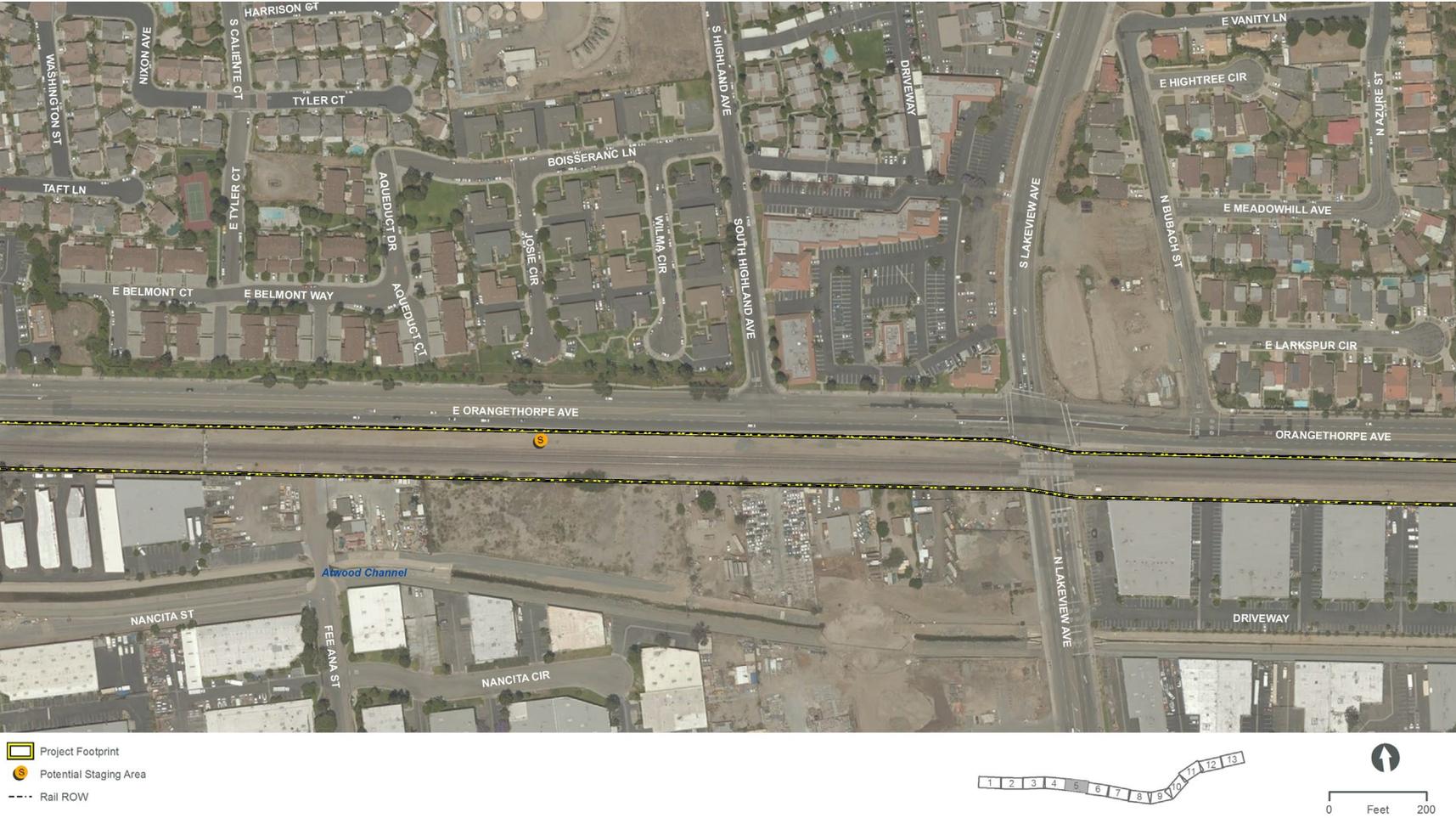
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Figure 2. Project Location (Sheet 4 of 13)



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Figure 2. Project Location (Sheet 5 of 13)



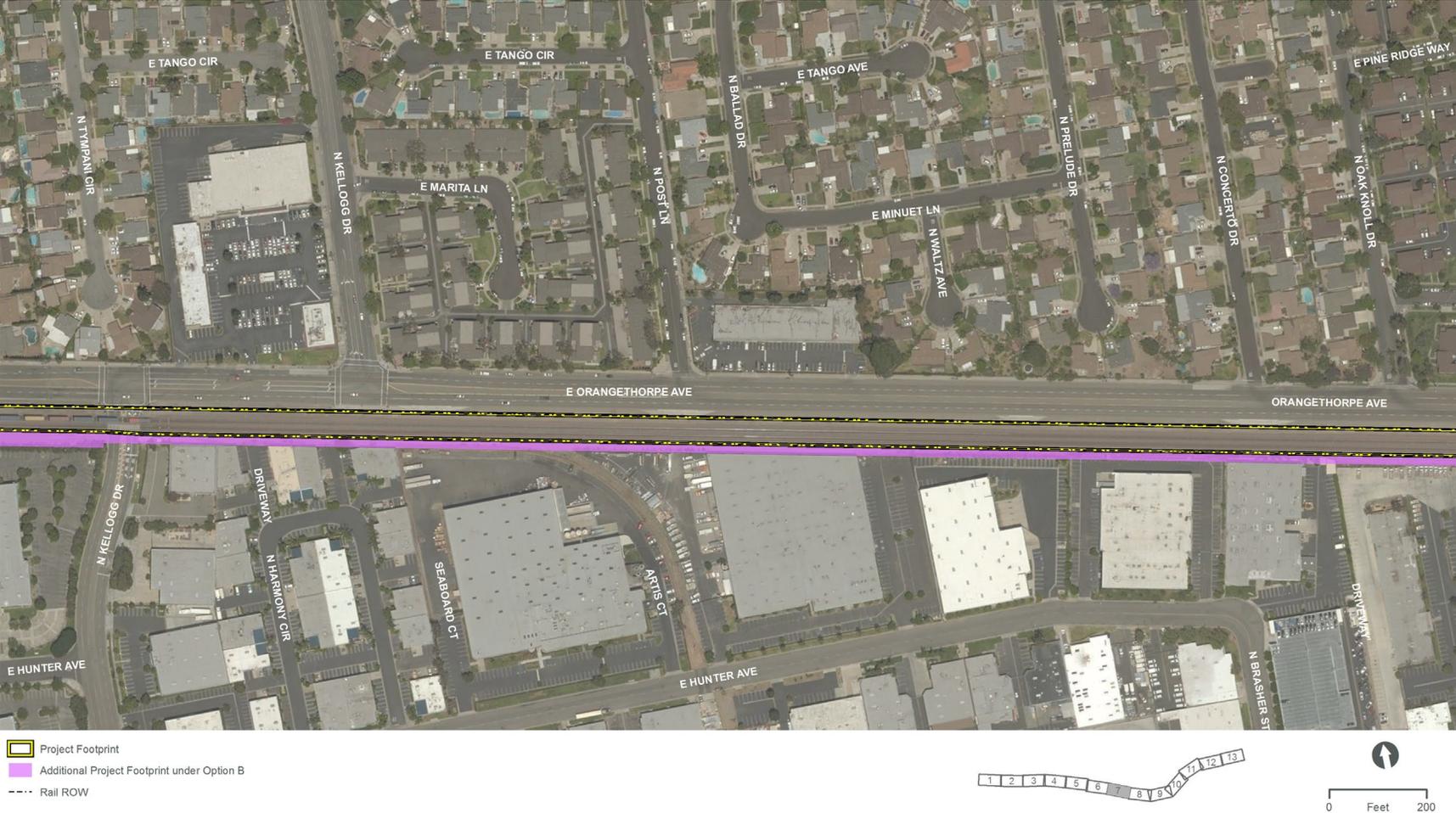
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Figure 2. Project Location (Sheet 6 of 13)



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Figure 2. Project Location (Sheet 7 of 13)



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Figure 2. Project Location (Sheet 8 of 13)



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Figure 2. Project Location (Sheet 9 of 13)



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Figure 2. Project Location (Sheet 10 of 13)



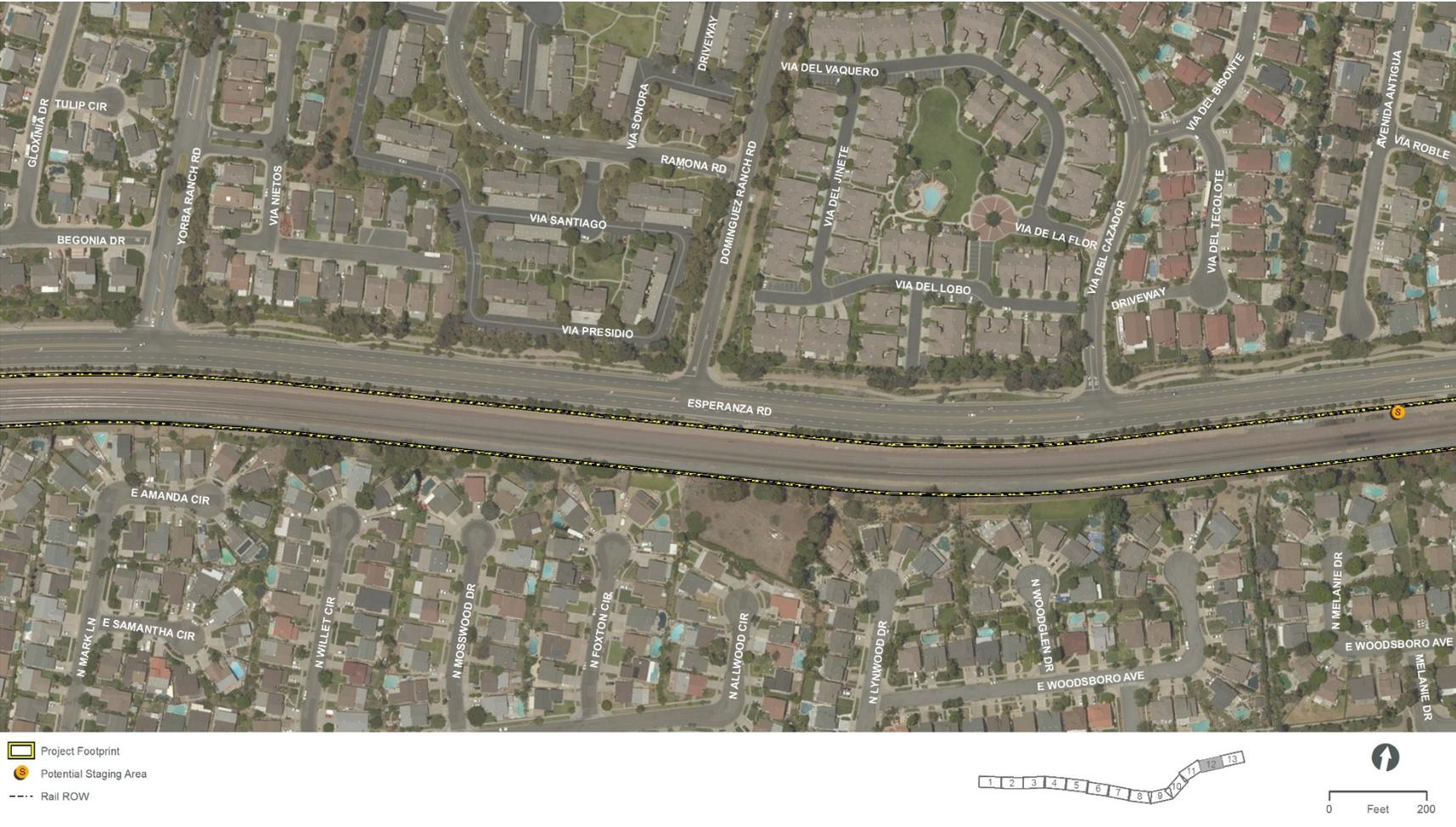
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Figure 2. Project Location (Sheet 11 of 13)



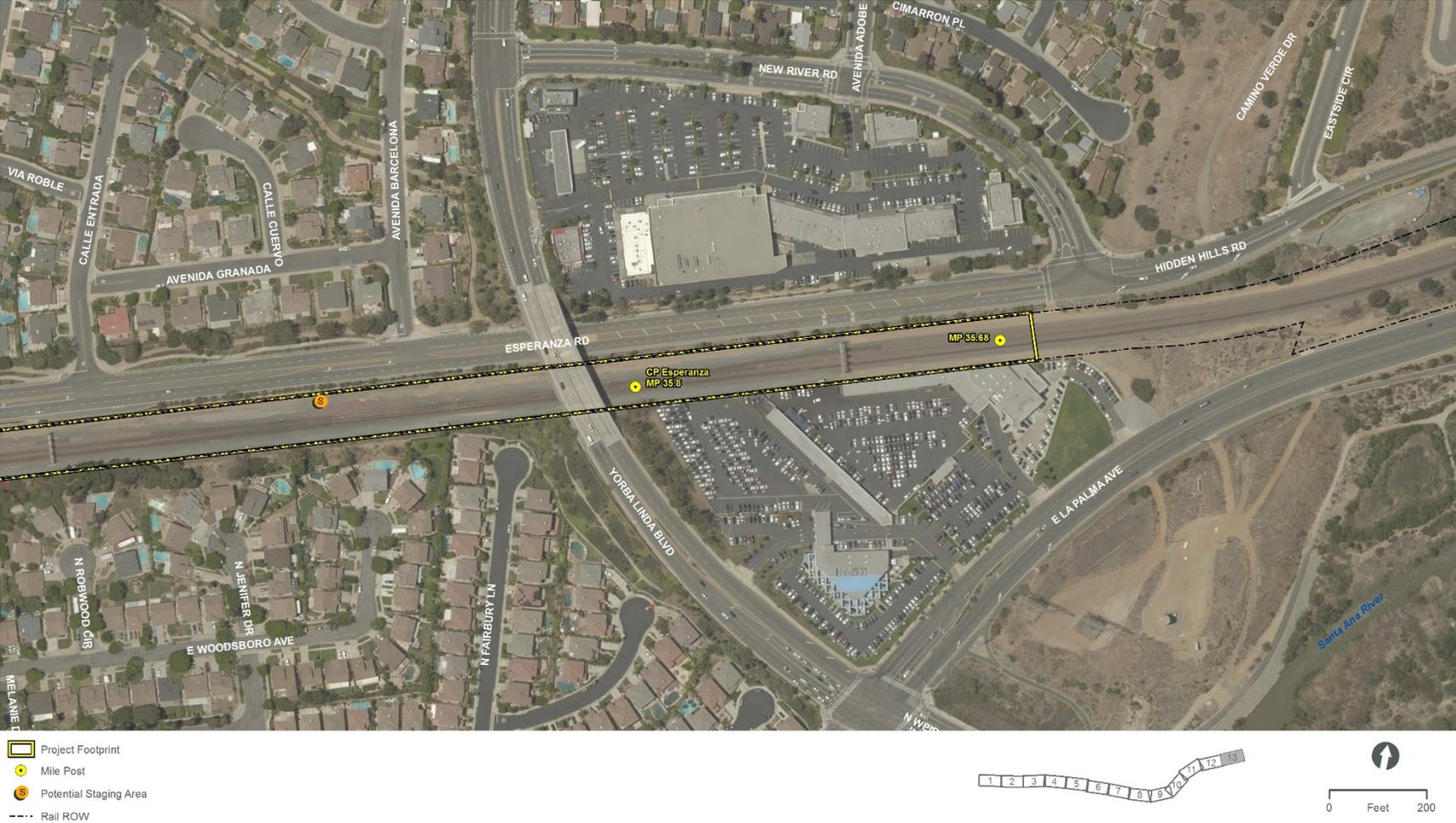
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Figure 2. Project Location (Sheet 12 of 13)



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Figure 2. Project Location (Sheet 13 of 13)



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