

Decision No. 83700**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of California,
Department of Transportation, for an
order authorizing the construction of a
new crossing at separation of grade
(Corona Overhead) over The Atchison,
Topeka and Santa Fe Railway Company's
San Bernardino to Fullerton mainline
track and 3 spur tracks at approximate
Railroad Mile Post 24.1 and Highway
Engineer Station 46+47.30, and the
relocation of existing Main Street
grade crossing, PUC No. 2B-24.1, to a
crossing at grade over The Atchison,
Topeka and Santa Fe Railway Company's
San Bernardino to Fullerton mainline
track and 3 spur tracks at approximate
Railroad Mile Post 24.07 and Highway
Engineer's Station 46+76.56 during
construction of the Corona Overhead,
and the closing of PUC grade crossing
No. 2B-24.1, as relocated, after con-
struction of the Corona Overhead, all
in connection with construction of the
State Highway Route 71, 31/91 inter-
change, in the City of Corona, River-
side County.

Application No. 54996
(Filed June 26, 1974)

O P I N I O N

Applicant requests authority to construct a new grade separation, to be known as the Corona Overhead over The Atchison, Topeka and Santa Fe Railway Company tracks and to relocate the existing Main Street at grade crossing during the construction of the Corona Overhead, in the City of Corona, County of Riverside.

The priority list of grade separation projects for the fiscal year 1974-75 as set forth in Decision No. 83066 shows this project as Priority No. 13.

Applicant acting through the California Highway Commission is the lead environmental agency for this project. On or about December 6, 1971 applicant prepared a negative declaration for this project and submitted it to the Federal Highway Administration for approval. On or about December 30, 1971 the Federal Highway Administration endorsed its approval of said negative declaration.

It is applicant's determination that this project has been developed in such a manner as to give detailed consideration to the potential impact upon the quality of the environment, and that this project will have no adverse effects upon the environment.

Notice of application was published in the Commission's Daily Calendar on June 27, 1974. No protests have been received. A public hearing is not necessary.

F I N D I N G S

After consideration, the Commission finds:

1. Applicant should be authorized to construct Corona Overhead at Main Street in the City of Corona, County of Riverside and to relocate the existing Main Street at grade crossing at the locations and substantially as shown by plans attached to the application.
2. Dimensions, configurations, clearances and walkways should be substantially in accordance with the plans set forth in the application and should comply with applicable rules and general orders of the Commission.
3. Construction and maintenance costs should be borne in accordance with an agreement to be entered into between the parties relative thereto.
4. The Commission has considered the applicant's negative declaration in rendering its decision on this project and finds that the environmental impact of this proposed action is not significant.

C O N C L U S I O N S

On the basis of the foregoing findings, we conclude that the application should be granted as set forth in the following order:

O R D E R

IT IS ORDERED that:

1. The State of California, Department of Transportation, is authorized to construct a new grade separation, to be known as the Corona Overhead State Route 31 (Crossing No. 2B-24.1-A) over The Atchison, Topeka and Santa Fe Railway Company tracks and to relocate the existing Main Street at grade crossing, during the construction of the Corona Overhead identified as Crossing No. 2B-24.11 in the City of Corona, County of Riverside, at the locations and substantially as shown by plans attached to the application.

2. Construction of the relocated at grade crossing shall be equal or superior to Standard No. 1 (General Order No. 72-B).

3. Protection at the relocated crossing shall be two Standard No. 9 signals (General Order No. 75-C).

4. The relocated crossing shall be closed upon completion of the grade separation.

5. Clearances shall be as follows:

A. Corona Overhead - Clearances shall be in accordance with General Order 26-D. Walkway areas adjacent to the railroad track shall be maintained free of obstructions and shall promptly be restored to their original condition in the event of damage during construction.

B. Temporary Main Street Crossing - Clearances, including any curbs, shall conform to General Order 26-D. Walkways adjacent to the crossing shall conform to General Order 118.

6. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties relative thereto, and a copy of said agreement, together with plans of said crossings approved by The Atchison, Topeka and Santa Fe Railway Company shall be filed with the Commission prior to commencing construction. Should the parties fail to agree, the Commission will apportion the cost of construction and maintenance by further order.

7. Within thirty days after completion, pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall expire if not exercised within three years unless time be extended or if the above conditions are not complied with. This authorization may be revoked or modified if public convenience, necessity or safety so require.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 16th
day of NOVEMBER, 1974.

Vernon L. Sturgeon
President
William J. Syron

Robert E. McLeod
Commissioners

Commissioner Thomas Moran, being necessarily absent, did not participate in the disposition of this proceeding.