

T/RWS/AV/WPSC

**ORIGINAL**Decision 84 12 050

DEC 19 1984

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of  
 California, Department of Trans-  
 portation for an order authorizing  
 the Department to construct  
 crossings at separated grades over  
 relocated tracks of the San Diego  
 and Arizona Eastern Railway Company  
 and the San Diego Trolley, Inc. in  
 conjunction with a project to  
 construct the Routes 5/54 Inter-  
 change in the cities of National  
 City and Chula Vista in San Diego  
 County.

Application 84-07-073  
 (Filed July 25, 1984)

O P I N I O N

As part of the project to construct the Interstate Route 5 (I-5)/State Route 54 (SR-54) Interchange, the State of California, Department of Transportation (Caltrans) proposes to construct four crossings at separated grades over relocated tracks of San Diego & Arizona Eastern Railway Company (SD&AE) and San Diego Trolley, Inc. (SDT) in National City and Chula Vista, San Diego County.

The project includes 1.9 miles of new SR-54 freeway to be constructed between Interstate Routes 5 and 805 in conjunction with the U.S. Army Corps of Engineers' Sweetwater Flood Control Channel Project and the widening of I-5 to an eight lane freeway from "E" Street in Chula Vista to 24th Street in National City.

Major impacts of the projects include the accelerated loss of open space within the Sweetwater Valley area, a limited increase in saltwater intrusion, and the noise which will result from traffic on the new freeway. Mitigation measures will reduce the severity of the adverse impacts to acceptable levels.

Caltrans is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Sections 21000, et seq. After preparation and review of an Environmental Impact Report (EIR), Caltrans approved the project. On October 22, 1982, a Notice of Determination was filed with the Secretary for Resources which found that "The project will have a significant effect on the environment."

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's EIR. The site of the proposed project has been inspected by the Commission staff.

Caltrans states that it wishes to advertise the project for construction in December of 1984. It has, therefore, requested that the usual 30-day effective date on an order be waived. We will make our order effective immediately.

Notice of the application was published in the Commission's Daily Calendar on July 26, 1984. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. Caltrans requests authority under Public Utilities Code Sections 1201-1205 to construct four crossings at separated grades over relocated tracks of SD&AE and SDT in National City and Chula Vista, San Diego County, as set forth in the appendix.
2. Relocation of the tracks and construction of the four crossings at separated grades, as set forth in the appendix, are essential elements in construction of the I-5/SR-54 Interchange.
3. Public convenience, necessity, and safety require construction of the four crossings at separated grades as set forth in the appendix.
4. Caltrans is the lead agency for this project under CEQA, as amended.
5. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's EIR.
6. The project will have a significant effect on the environment; however, the adopted mitigation measures will reduce the severity of the adverse impacts to acceptable levels.

7. The EIR identified no significant environmental impact which will be caused by construction of the crossings as set forth in the appendix.

Conclusions of Law

1. The application should be granted as set forth in the following order.
2. The usual 30-day effective date on an order should be waived as Caltrans wishes to advertise the project for construction in December of 1984.

O R D E R

IT IS ORDERED that:

1. The State of California, Department of Transportation (Caltrans), is authorized to construct four crossings at separated grades over relocated tracks of San Diego & Arizona Eastern Railway Company (SD&AE) and San Diego Trolley, Inc. (SDT) in National City and Chula Vista, San Diego County, as set forth in the appendix.
2. Clearances shall be in accordance with General Order (GO) 26-D. Walkways shall conform to GO 118.
3. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into among the parties.

A copy of the agreement, together with plans of the crossing approved by SD&AE and SDT shall be filed with the Commission prior to commencing construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

4. Within 30 days after completion of the work under this order, Caltrans shall notify the Commission in writing that the authorized work has been completed.

5. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

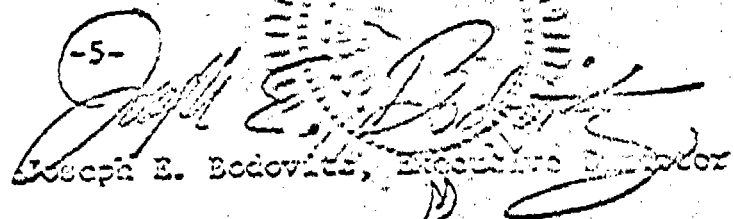
6. The application is granted as set forth above.

This order is effective today.

Dated DEC 19 1984, at San Francisco, California.

DONALD VIAL  
President  
VICTOR CALVO  
PRISCILLA C. GREW  
WILLIAM T. BAGLEY  
FREDERICK R. DUDA  
Commissioners

I CERTIFY THAT THIS DECISION  
WAS APPROVED BY THE ABOVE  
COMMISSIONERS TODAY.

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Joseph E. Bodovitz, Executive Director

A P P E N D I X

As part of the project to construct the Interstate Route 5 (I-5)/State Route 54 (SR-54) Interchange, the State of California, Department of Transportation, proposes to construct the following four crossings at separated grades over the relocated tracks of San Diego and Arizona Eastern Railway Company and San Diego Trolley, Inc. in National City and Chula Vista, San Diego County, as shown on the plans attached to the application:

1. The Sweetwater River Overhead, State Bridge No. 57-844K (westbound SR-54 connector to northbound I-5), to be identified as Crossing 36-6.22-A.

2. The Route 54/5 Separation and Overhead, State Bridge No. 57-845F (westbound SR-54 connector to southbound I-5), to be identified as Crossing 36-6.25-A.

3. The Route 54/5 Separation and Overhead, State Bridge No. 57-946F (southbound I-5 connector to eastbound SR-54), to be identified as Crossing 36-6.37-A.

4. The Sweetwater River Overhead, State Bridge No. 57-844S (northbound I-5 connector to eastbound SR-54), to be identified as Crossing 36-6.42-A.

Major impacts of the projects include the accelerated loss of open space within the Sweetwater Valley area, a limited increase in saltwater intrusion, and the noise which will result from traffic on the new freeway. Mitigation measures will reduce the severity of the adverse impacts to acceptable levels.

Caltrans is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Sections 21000, et seq. After preparation and review of an Environmental Impact Report (EIR), Caltrans approved the project. On October 22, 1982, a Notice of Determination was filed with the Secretary for Resources which found that "The project will have a significant effect on the environment."

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's EIR. The site of the proposed project has been inspected by the Commission staff.

Caltrans states that it wishes to advertise the project for construction in December of 1984. It has, therefore, requested that the usual 30-day <sup>effective date</sup> ~~waiting period~~ on an order be waived. We will make our order effective immediately.