

ORIGINAL

Decision 88 08 050 AUG 24 1988

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of California,)	
Department of Transportation for an order)	
authorizing the Department to: Widen the)	Application 88-04-078
West Redlands Overhead (Bridge NO. 54-570))	(Filed April 28, 1988)
in Redlands, San Bernardino County,)	
California.)	

O P I N I O N

The State of California, Department of Transportation (Caltrans), requests authority to widen the existing West Redlands Overhead at separated grades over the tracks of The Atchison, Topeka and Santa Fe Railway Company's (AT&SF) Redlands Branch Line in Redlands, San Bernardino County.

As part of the proposed Interstate Route 10 (I-10) improvement project between Waterman Avenue in the City of San Bernardino and Orange Street in the City of Redlands, 5.6 miles in length, it is proposed to widen the existing West Redlands Overhead within the freeway median, by approximately 49 feet, to provide two additional lanes in each direction of traffic. The additional lanes will provide additional capacity and improve traffic flow and thereby reduce peak hour traffic delay and congestion.

Caltrans is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) Code Sections 21000, et seq. Caltrans has determined that the project is categorically exempt from CEQA under PR Code Section 21080.13.

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's exemption determination.

By letter dated May 24, 1988, AT&SF advised Caltrans that the minimum required horizontal clearance prescribed by General Order 26-D during construction should be 19-0 feet as opposed to 17-0 feet indicated in paragraph 7, page 2 of Exhibit A attached to the Application. Caltrans responded by letter dated June 1, 1988 that the figure of 17-0 feet was an inadvertent typing error and that the true correct figure for the horizontal opening should be 20-0 feet.

The site of the existing West Redlands Overhead grade separation has been inspected by the Commission's Traffic Engineering staff. The staff in addition has reviewed the plans and discussed the matter of horizontal clearances with engineers from Caltrans Office of Structures in Sacramento. The staff is satisfied that the figure of 20-0 feet horizontal clearance is the correct and proper figure and has included the corrected general information to the appendix attached to this order. There are no other unresolved matters; the staff recommends that Caltrans request be granted.

Caltrans has met the filing requirements of the Commission's Rules of Practice and Procedure including Rule 38, which relates to the construction of a public highway across a railroad track.

Caltrans wishes to commence construction of this portion of I-10 as soon as possible. It is 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 May 3, 1988. 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 widen West Redlands Overcrossing at separated

grades over the tracks of AT&SF's Redlands Branch Line in Redlands, San Bernardino County.

2. Widening of the West Redlands Overcrossing is required to add two additional lanes in each direction of travel for vehicular traffic and thereby reduce peak hour traffic delay and congestion on I-10 between the limits of Waterman Avenue in the City of San Bernardino and Orange Street in the City of Redlands.

3. Public convenience, necessity, and safety require widening of the West Redlands Overcrossing.

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 exemption determination.

6. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

Conclusions of Law

1. The application should be granted as set forth in the following order.

2. The activity is not covered by the requirements set forth in CEQA and, therefore, the Guidelines (14 Cal. Admin. Code-Div. 6) concerning the evaluation of projects and the preparation and review of environmental documents do not apply.

3. The usual 30-day effective date on an order should be waived as Caltrans wishes to commence construction on this portion of I-10 as soon as possible.

ORDER

IT IS ORDERED that:

1. The State of California, Department of Transportation, (Caltrans), is authorized to widen West Redlands Overcrossing at

separated grades over the tracks of The Atchison, Topeka and Santa Fe Railway Company's (AT&SF) Redlands Branch Line in Redlands, San Bernardino County, at the location and substantially as shown by plans attached to the application and this order, identified as Crossing 2U-5.70-A.

2. Clearances shall be in accordance with General Order (GO) 26-D, except that during the period of construction a clearance of not less than 21'-0" above top of rail shall be authorized. AT&SF shall be authorized to operate with such reduced overhead clearance provided that instructions are issued by the railroad and filed with the Commission forbidding employees to ride on tops of cars beneath the structure.

3. Paragraph 7, page 2 of Exhibit A attached to the application should be corrected to read as follows:

"7. Rail traffic will pass through a 20.0 feet wide by 21.0 feet high falsework opening during construction."

4. Caltrans shall notify the Commission and AT&SF at least 15, but not more than 30 days in advance of the date when the temporary impaired clearance will be created.

5. Walkways shall conform to GO 118. Walkways adjacent to any trackage subject to rail operations shall be maintained free of obstructions and shall be promptly restored to their original condition in the event of damage during construction.

6. Construction and maintenance costs shall be borne in accordance with an agreement which has been entered into between the parties. A copy of the agreement, together with plans of the crossings approved by AT&SF, 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.

7. 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.

8. 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.

9. The application is granted as set forth above.
This order becomes effective today.

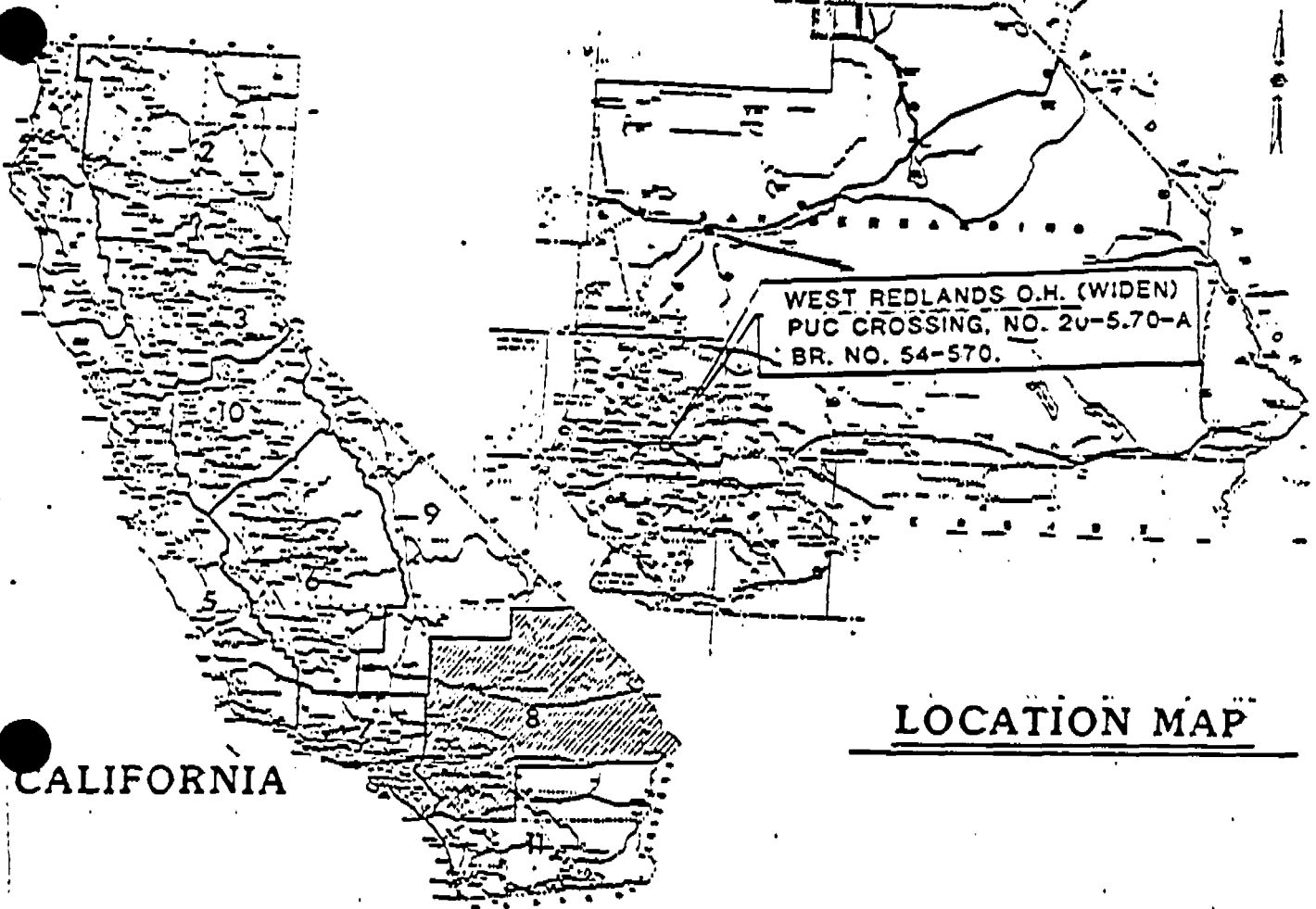
Dated AUG 24 1988, at San Francisco, California

STANLEY W. HULETT
President

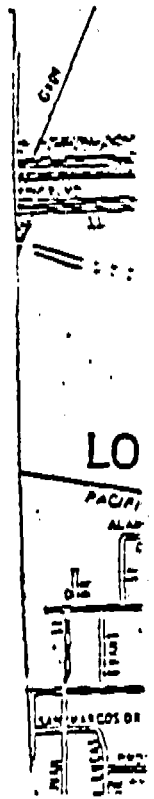
DONALD VIAL
FREDERICK R. DUDA
C. MITCHELL WILK
JOHN B. OHANIAN
Commissioners

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


Victor Weisser, Executive Director



LOCATION MAP



THE NEXT

3

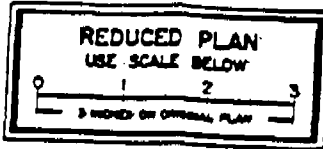
DOCUMENTS ARE

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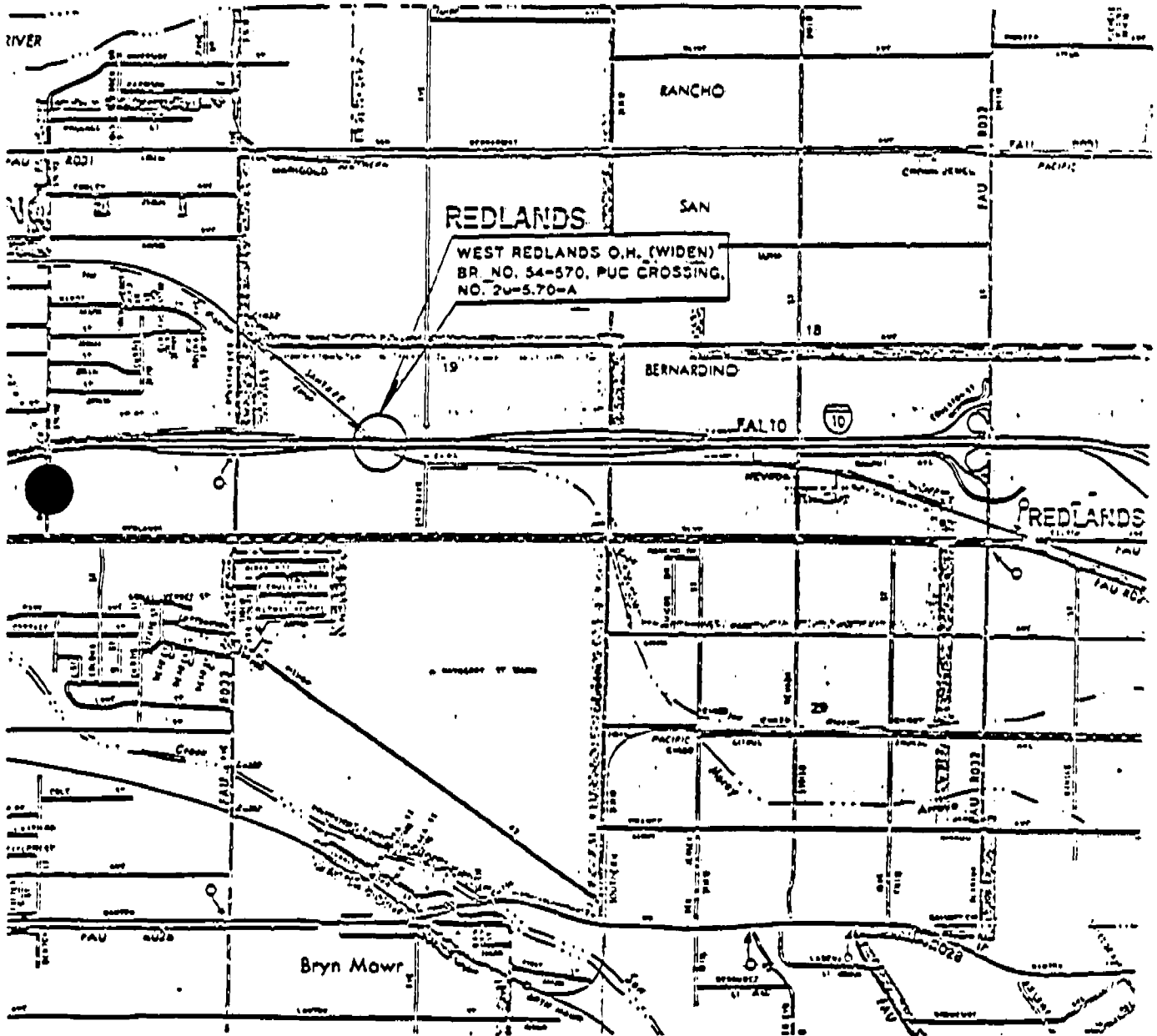
MICROFILMING SERVICES

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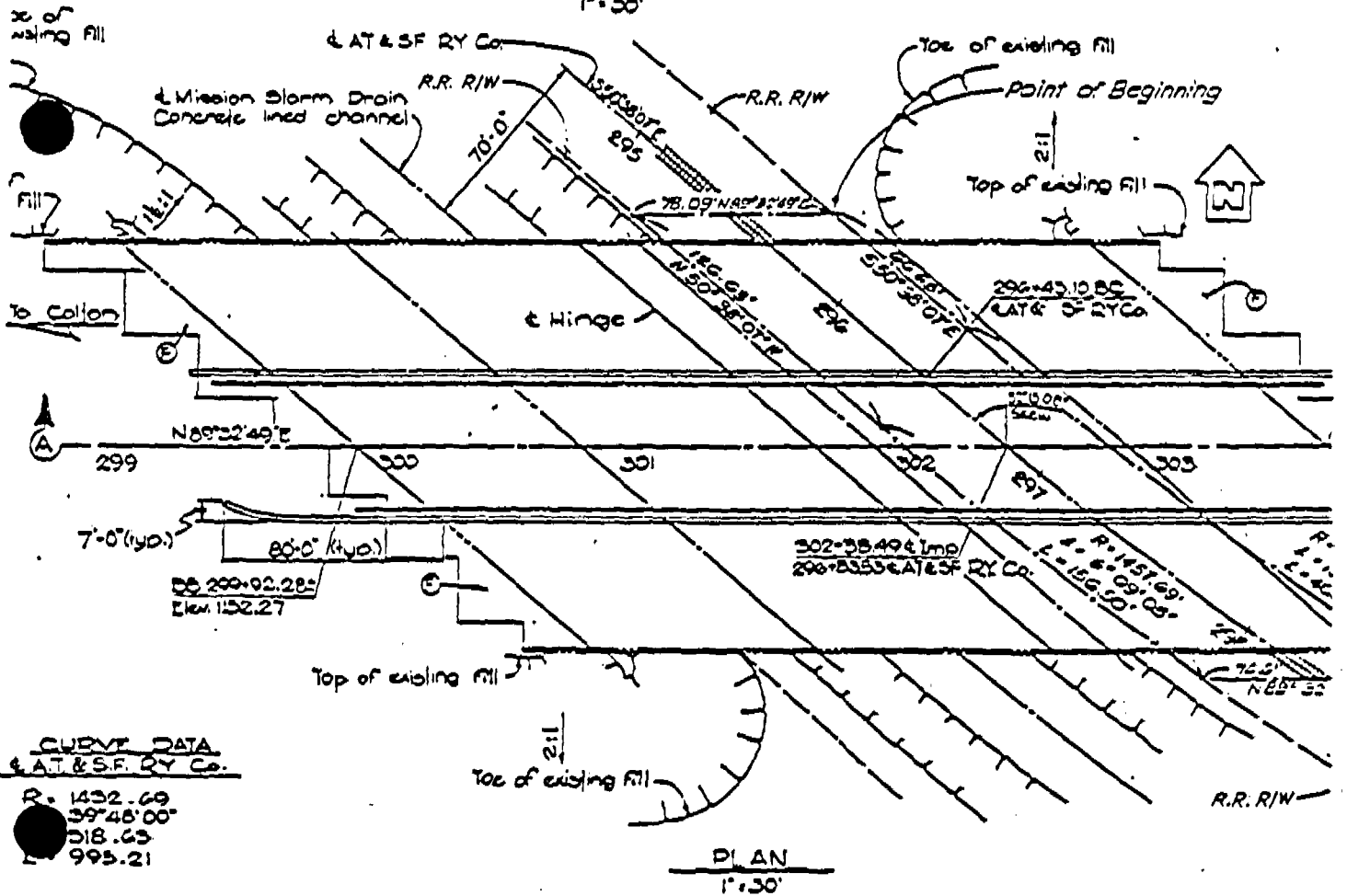
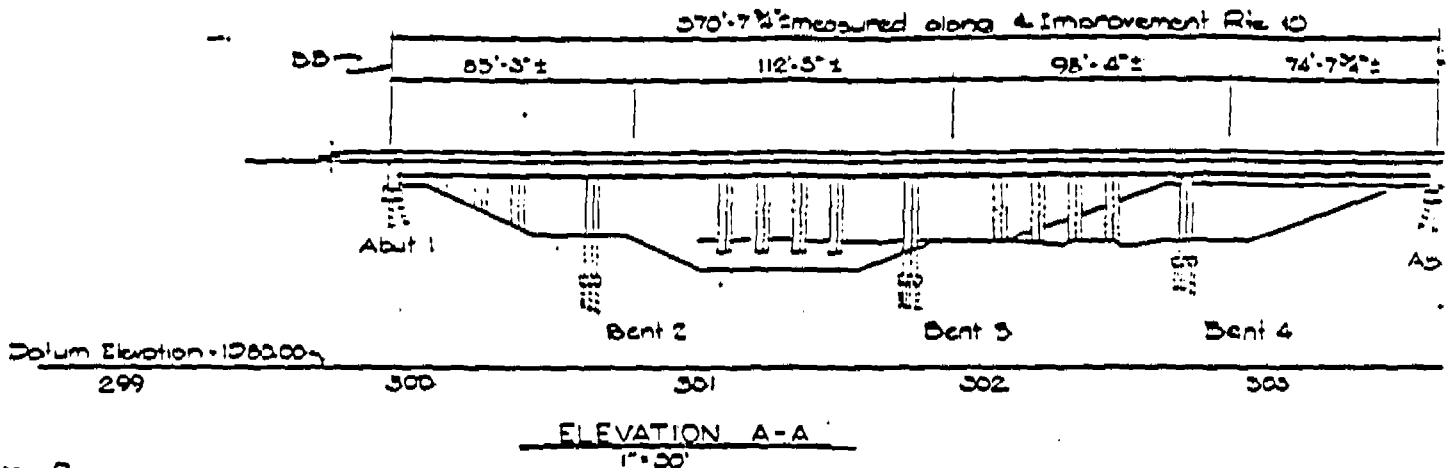
REGISTERED ENGINEER - CIVIL _____ PLANS APPROVAL DATE _____	
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VICINITY MAP

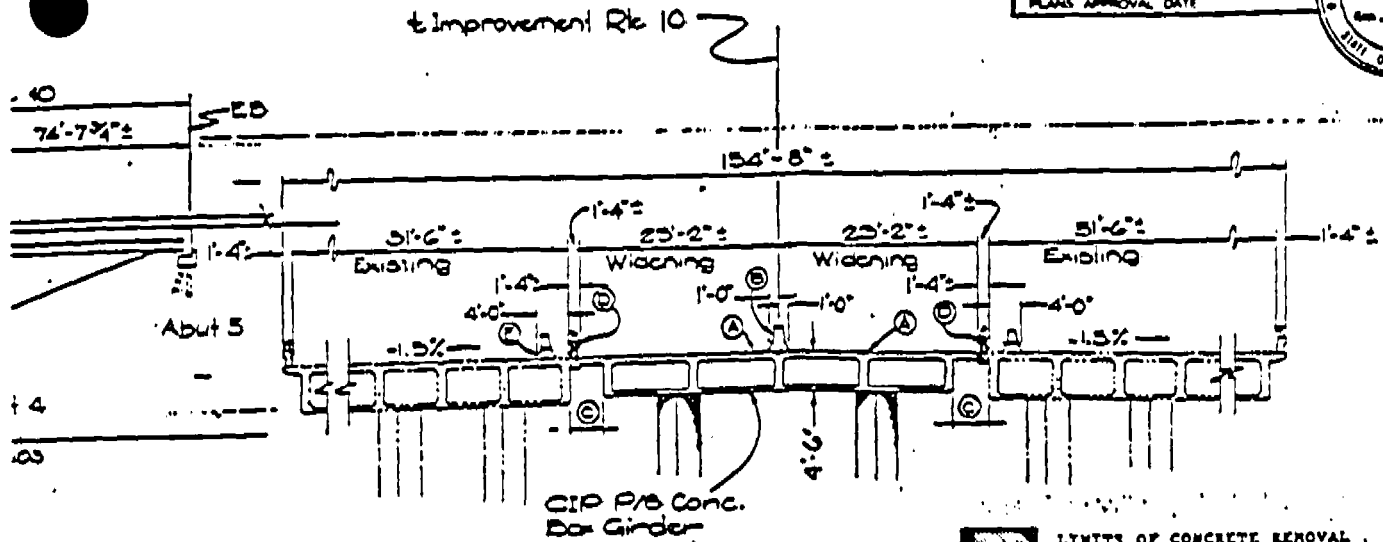
State of CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF STRUCTURES STRUCTURE DESIGN	1	PROJECT NO. 54-570 DIVISION 27.69	WEST REDLAND OVERHEAD (WIDEN) PUBLIC UTILITIES COMMISSION SHEET - EXHIBIT "E"
CU 08200 EA 274001	P/ST			

Note: Profile Grade to match existing.



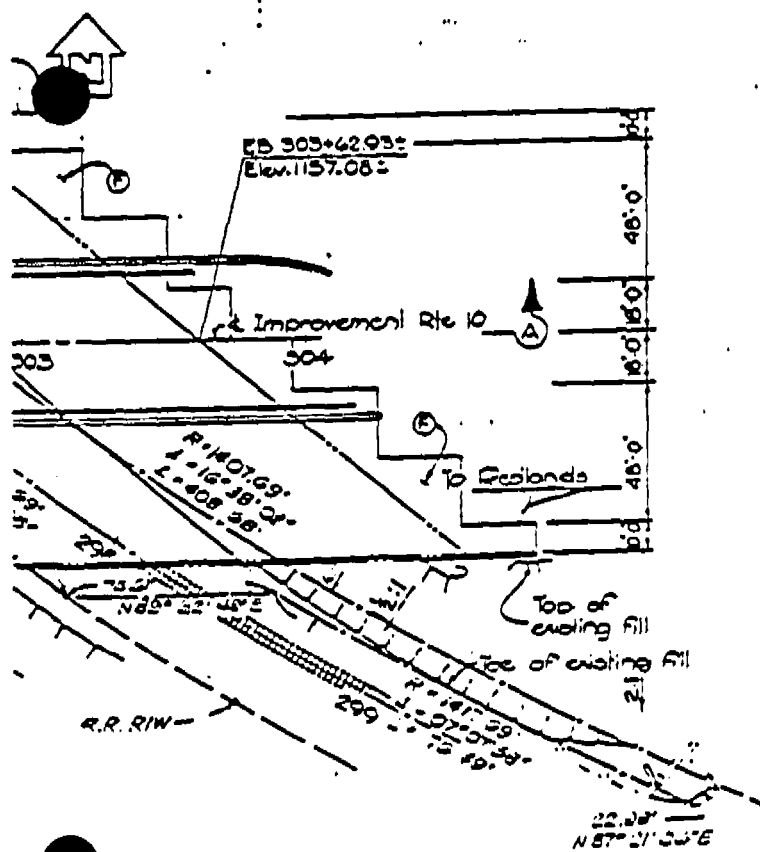
CHIEF, OFFICE OF STRUCTURE DESIGN
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE



TYPICAL SECTION
1'-10'

- ① LIMITS OF CONCRETE REMOVAL
- ② DENOTES EXISTING STRUCTURE
- ③ MATCH EXISTING PROFILE GRADE AND CROSS SLOPE
- ④ CONCRETE BARRIER TYPE 30A (MODIFIED)
- ⑤ CLOSURE POUR
- ⑥ REMOVE EXISTING TYPE 2 BARRIER RAILING AND OVERHANG PRIOR TO PLACING CLOSURE POUR.
- ⑦ TEMPORARY RAILING (TYPE K)
- ⑧ PCC PAVEMENT APPROACH SLAB - SEE ROAD PLANS



REDUCED PLAN
USE SCALE BELOW

0 1 2 3

3 INCHES ON ORIGINAL PLAN

Existing Easement
Easement Area = 0.973 Acres

State of CALIFORNIA DEPARTMENT OF TRANSPORTATION	DIVISION OF STRUCTURES STRUCTURE DESIGN 1	PROJECT NO. 56-370	WEST REDLANDS OVERHEAD (WIDEN)
	DATE 11/20/01	POST DATE 12/7/00	PUBLIC UTILITIES COMMISSION SHEET - EXHIBIT 1
CU 00 600 CA 274001	Developed under contract with the State of California	DATE	BY

West Redlands Overhead
Widen Bridge No. 54-0570
08-SBd-10-27.69

CORRECTED EXHIBIT "A"

I. GENERAL INFORMATION

The State of California, Department of Transportation, in connection with the improvement of Interstate Route 10, proposes to widen the West Redlands Overhead, Br. No. 54-470, PUC Crossing No. 2U-5.70-A.

The site is located on Route 10, in the City of Redlands, approximately 0.63 mile westerly of California Street Undercrossing, Bridge No. 54-595.

The structures, constructed in 1962, consist of four continuous spans of reinforced concrete box girders.

The structure carries Route 10 Freeway traffic over Mission Storm Channel and The Atchison, Topeka and Santa Fe Railway Company tracks.

The temporary vertical clearance during construction will be 21'-0".

Rail traffic will continue to use the track during construction.

Refer to the attached Exhibit "B", Sheets 1 and 2 of 2, for location and details of this project.

II. SPECIFIC DATA

A. EXISTING CROSSINGS AT SEPARATED GRADES TO BE WIDENED

1. The structure to be widened is known as West Redlands Overhead, Br. No. 54-570 R/L, PUC No. 2U-5.70-A.
2. The proposed widening will add 2-12' lanes to the left and right structures, respectively.
3. No additional easement area is required for widening the existing overhead.
4. The 1987 traffic count is 105,000 vehicles per day. The average number of freight train movements is 6 per week, with an average speed of 15 miles per hour.
5. Location, plan, elevation, typical section and highway profile are shown on Exhibit "B", Sheets 1 and 2 of 2.
6. The minimum existing vertical clearance is 23'-0".
7. Rail traffic will pass through a 20.0 feet wide by 21.0 feet high falsework opening during construction.
8. The nearest public crossings are Grade Crossing Nos. 2U-5.2-Mountain View on the northwest and 2U-5.8-Bryn Mawr on the southeast.