

ORIGINAL

Decision 89 09 042 SEP 7 1989

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)
construct a crossing at separated grades)
over the San Diego Metropolitan Transit)
Development Board's La Mesa Branch Line)
in San Diego, California.)

Application 89-04-024
(Filed April 12, 1989)
(Amended July 17, 1989)

OPINION

As part of the project to extend State Route 125 from the Interstate Route 8 (I-8)/State Route 125 (SR 125) Interchange to Fletcher Parkway, the California Department of Transportation requests authority to construct a grade-separation structure to be known as the Fletcher Parkway Overhead over the tracks of San Diego and Imperial Valley Railroad Company's (SD&IV) La Mesa Branch Line and San Diego Trolley, Inc.'s (SDTI) East Urban Line in La Mesa, San Diego County.

The Metropolitan Transit Development Board (MTDB) owns the right-of-way and operating rights of the former San Diego & Arizona Eastern Railway Company which is presently operated by and as SD&IV. SDTI is a wholly owned subsidiary of MTDB.

The proposed overhead structure will be a cast-in-place prestressed box girder structure. Caltrans will only construct the northbound structure at this time, which will carry two twelve-foot lanes for southbound traffic and two twelve-foot lanes for northbound traffic. A temporary concrete barrier will be provided in the median between the northbound and southbound lanes. The structure will be approximately 657 feet long. The length of the project is 1.8 miles.

It is anticipated that Caltrans will file an application to construct a similar parallel structure (westerly thereof) to carry southbound traffic in approximately five years.

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. After preparation and review of an Environmental Impact Statement, Caltrans on January 30, 1987 filed a Notice of Determination with the Governor's Office of Planning and Research. It was determined that the project would have a significant effect on the environment and mitigation measures were a condition of approval of the project.

The Federal Highway Administration (FHWA) found that "Potential beneficial impacts include alleviating traffic congestion, increased safety and compatibility with the local street system and encouraging economic development. There would be no significant unavoidable adverse impacts."

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's Environmental Impact Statement and Notice of Determination.

The site of the proposed project has been inspected by the Safety Division's Traffic Engineering staff, who after review of the Fletcher Parkway Overhead Project grade separation plans concur with Federal and Caltrans Engineers regarding the potential beneficial impacts, increased safety and compatibility with the local street system.

By amendment filed July 17, 1989, Caltrans states that MTDB requests that the original minimum vertical clearance during construction be changed from 21'-6" to 24'-0". After a review of the proposal, the Safety Division staff concur with the proposed changes.

Caltrans has met the filing requirements of the Commission's Rules of Practice and Procedure including Rule 38,

which relates to the construction of public highways across a railroad. Detailed drawings of the grade separation structure are shown in Appendix "A".

Caltrans states that it wishes to advertise the project for construction as soon as possible. It has, therefore, requested that the usual 30-day effective date be waived. We will make our order effective immediately.

Notice of the application and amendment were published in the Commission's Daily Calendar on May 9, 1989 and July 21, 1989, respectively. 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 the Fletcher Parkway Overhead SR-125 at separated grades over the tracks of SD&IV's LA Mesa Branch line and SDTI's East Urban Line in La Mesa, San Diego County.

2. Construction of the Fletcher Parkway Overhead is required as part of the extension of SR 125 north from the I-8 Freeway Interchange to Fletcher Parkway.

3. Public convenience, necessity, and safety require construction of the Fletcher Parkway Overhead.

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 Environmental Impact Statement and Notice of Determination.

6. The project will have a significant effect on the environment; however, mitigation measures will reduce the impact to acceptable levels.

7. The Federal Highway Administration has concluded that the beneficial effects on traffic congestion, increased safety and

compatibility with local street system outweigh the adverse impacts of the project.

Conclusions of Law

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

2. This order should be effective today, since Caltrans wishes to advertise the project for construction by September 1989.

O R D E R

IT IS ORDERED that:

1. The State of California, Department of Transportation, (Caltrans), is authorized to construct the Fletcher Parkway Overhead, at separated grades over the tracks of San Diego Metropolitan Transit Development Board (MTDB) San Diego Trolley, Inc.'s East Urban Line and the San Diego and Imperial Valley Railroad Company's (SD&IV) La Mesa Branch Line in La Mesa, San Diego County, at the location and substantially as shown by plans attached to the application and Appendix "A" of this order, to be identified as Crossing 36D-14.3-A.

2. Clearances shall be in accordance with paragraph five of the amended application, requiring a temporary minimum vertical clearance of 24'-0", which exceeds the requirements of General Order (GO) 26-D.

3. 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.

4. 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 MTDB and SD&IV, 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.

5. 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.

6. 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.

7. The application is granted as set forth above.

This order is effective today.

Dated SEP 7 1989, at San Francisco, California

G. MITCHELL WILK
President
FREDERICK R. DUDA
STANLEY W. HULETT
JOHN B. CHANAN
PATRICIA M. ECKERT
Commissioners

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

- 5 -

Wesley Franklin
WESLEY FRANKLIN, Acting Executive Director
SB

THE NEXT 3

DOCUMENTS ARE

POOR ORIGINALS

MICROFILMING SERVICES

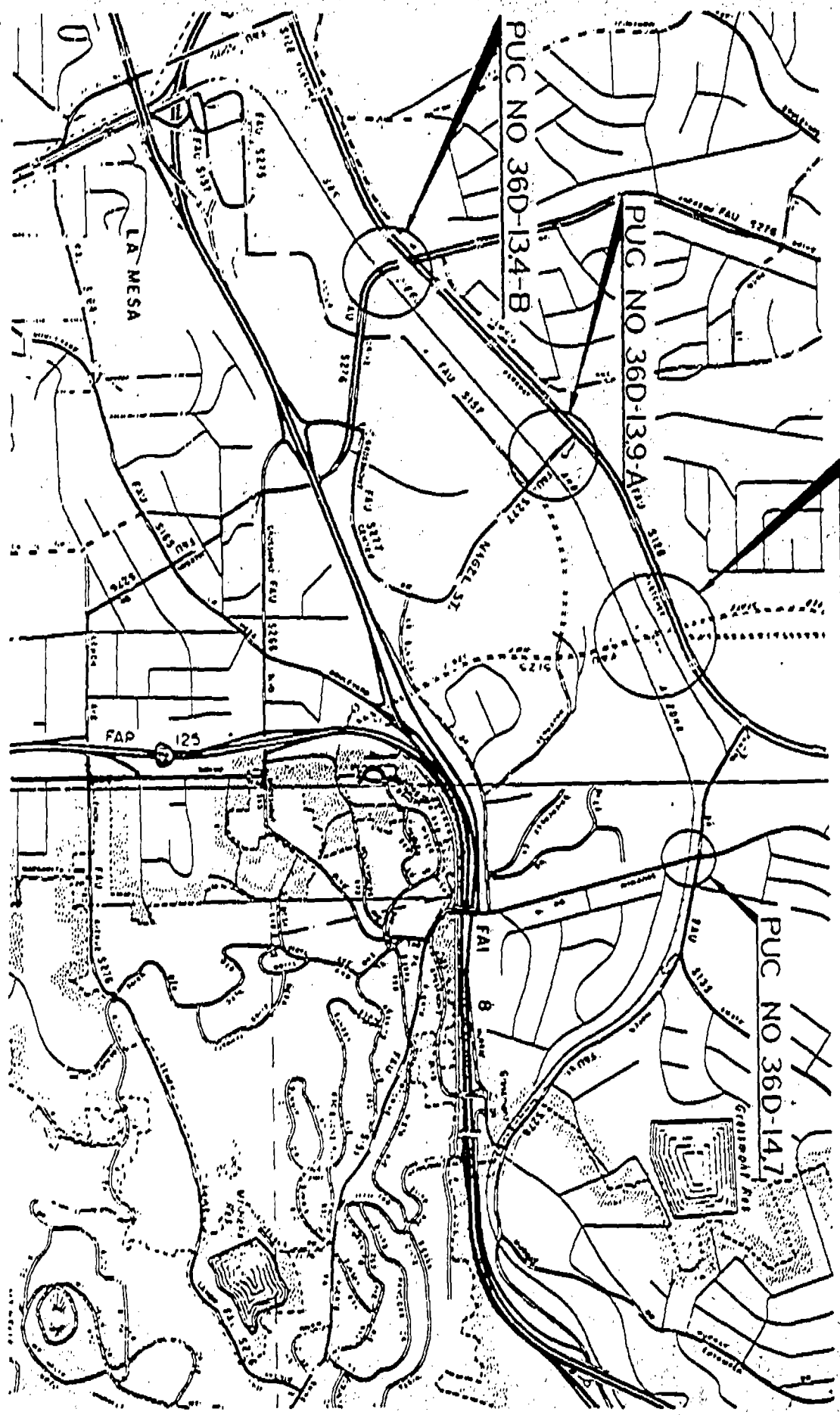
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PUC NO 36D-14.3-A

FLETCHER PARKWAY OVERHEAD

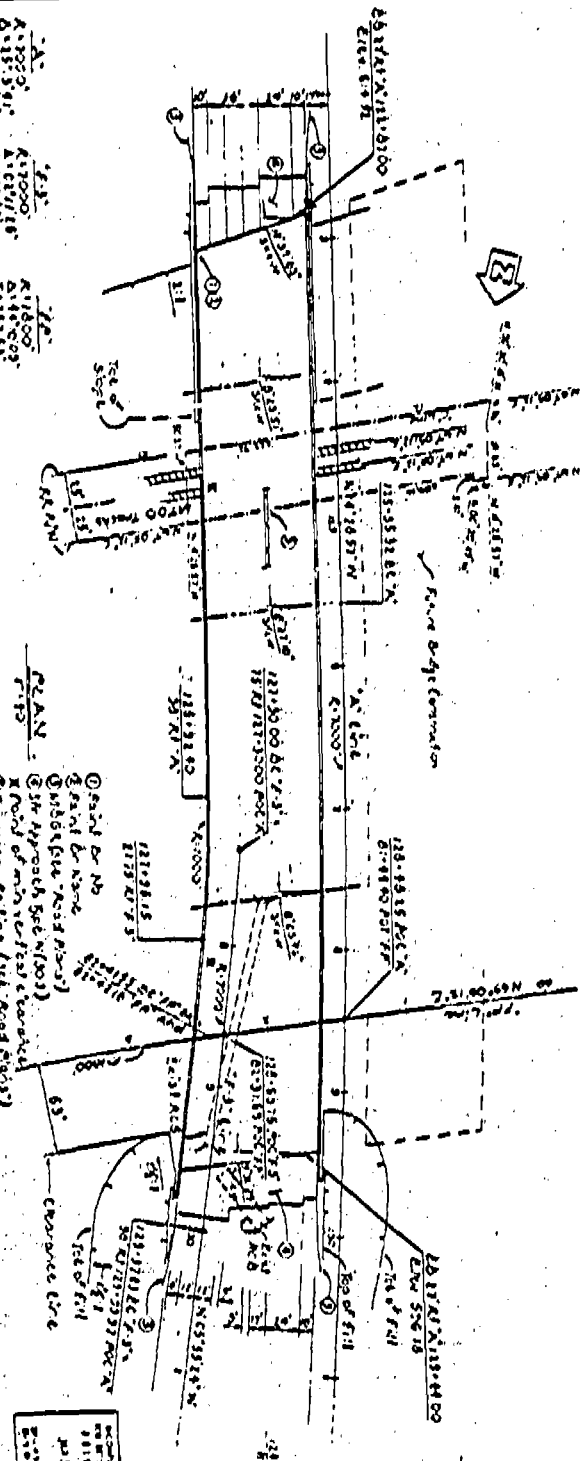
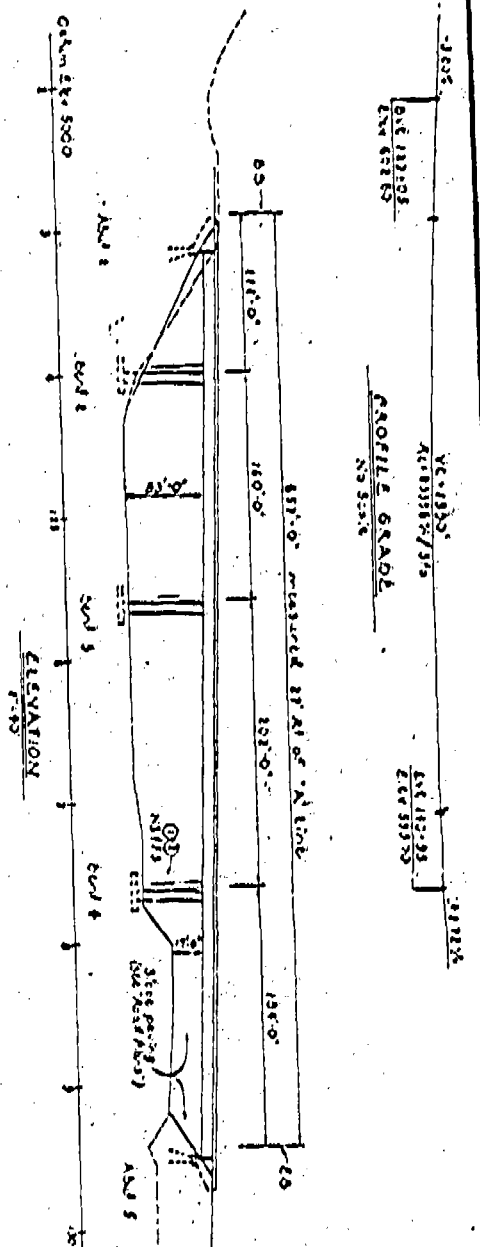
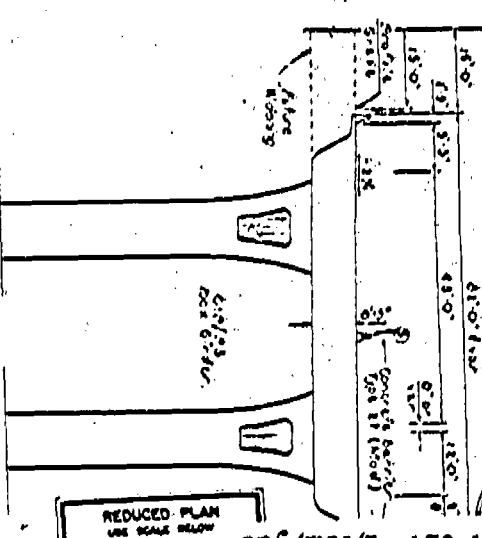


VICINITY MAP

Scale in note.

A-89-04-024 /RRR/jae
 REDUCED PLAN SCALE 1"=50'
 DATE 12/20/58

NO.	DATE	BY	REV.
17	30	JES	1



NO.	DATE	BY	REV.
1			

CALIFORNIA		DIVISION OF HIGHWAYS		SECTION II		STREET	
FLETCHER PARKWAY OVERHEAD		SAN JOSE		1558		1558	
SHEET NO.		1558		1558		1558	

D-89-09-042

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DECISION NO. _____ CASE NO. _____ APP. NO. _____