

S/RRT/jae

ORIGINAL

Decision 90 03 020 MAR 14 1990

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the CITY OF ONTARIO)	
for an Order authorizing construction)	
of a crossing at separated grades between)	Application No.89-09-017
Archibald Avenue and the Tracks of the)	(Filed September 22, 1989)
Southern Pacific Transportation Company,)	
sometimes referred to as the "Archibald)	
<u>Avenue Underpass" (PUC Crossing No. B523.4)</u>)	

O P I N I O N

The City of Ontario (City) requests authority to construct the Archibald Avenue Underpass at separated grades under the tracks of Southern Pacific Transportation Company's (SPT) El Paso main line in Ontario, San Bernardino County.

City also requests authority to construct a temporary shoofly northerly of the main line tracks during construction of the grade separation to facilitate excavation and earthwork removal, as well as the actual removal of the existing at-grade crossing of Archibald Avenue.

The completed Archibald Avenue Underpass will provide a major arterial connection between Interstate 10 (I-10) San Bernardino Freeway and the Ontario International Airport. The underpass will have six vehicular through lanes, two vehicular turn lanes, a raised median, and two six foot parkways. Archibald Avenue will provide airport access to the Rancho Redevelopment project area in the City of Rancho Cucamonga. The Archibald Avenue Underpass will also provide better access for public safety and emergency vehicles. Vineyard Avenue at grade crossing, one mile to the west, is currently the main entrance to the Airport.

The City 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. The proposed

project is an integral component of the ground access and terminal expansion program for the Ontario International Airport. A Final Environmental Impact Report (FEIR) for ground access and terminal expansion was prepared by the Southern California Association of Governments (SCAG) and has been officially approved and adopted. City, in addition, prepared an environmental assessment to specifically address the grade separation project, which assessment disclosed that the proposed underpass would not have a significant adverse impact on the environment. A Finding of No Significant Impact (FONSI) was prepared and approved by the Federal Highway Administration on April 6, 1989. A copy of the Finding of No Significant Impact was filed with the State of California Clearinghouse.

The Commission is a responsible agency for this project under CEQA and has independently reviewed and assessed the FEIR and FONSI. The site of the proposed Archibald Avenue underpass has been inspected by the Safety Division's Traffic Engineering staff. The staff examined the need for and the safety of the proposed underpass and recommends that approval be granted.

The application was found to be in compliance under the Commission's filing requirements including Rule 38 of the Rules of Practice and Procedure which relates to the construction of public highways across a railroad. Detailed drawings of the proposed construction are included in Appendix A attached to this order.

Notice of the application was published in the Commission's Daily Calendar on September 20, 1989. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. City requests authority under Public Utilities Code Sections 1201-1205 to construct Archibald Avenue Underpass at separated grades under the tracks of SPT's El Paso Main Line in Ontario, San Bernardino County.

2. Railroad operations require temporary construction of shoofly track northerly of SPT's existing operating right-of-way during construction of the railroad bridge structure.

3. The proposed underpass is required to improve access to the Ontario International Airport.

4. Public convenience and necessity require construction of the Archibald Avenue Underpass.

5. City is the lead agency for this project under CEQA, as amended.

6. The Commission is a responsible agency for this project and has reviewed and considered the FEIR and Federal Highway Administration's Finding of No Significant Impact.

7. The project will not have a significant impact on the environment.

Conclusion of Law

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

O R D E R

IT IS ORDERED that:

1. The City of Ontario (City) is authorized to construct the Archibald Avenue Underpass at separated grades under the tracks of the Southern Pacific Transportation (SPT) El Paso Main Line in Ontario, San Bernardino County, at the location and substantially as shown by the plans attached to the application and Appendix A of this order, to be identified as Crossing B-523.4-B.

2. City is authorized to construct a temporary shoofly track north of the existing operating tracks during construction of the railroad bridge structure.

3. Upon completion of the railroad bridge structure and restoration of the train traffic to its former alignment, the temporary shoofly shall be closed and physically removed.

4. Clearances shall be in accordance with General Order (GO) 26-D. Walkways shall conform to GO 118.

5. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties. A copy of the agreement, together with plans approved by SPT, shall be filed with the Commission's Safety Division prior to commencing construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

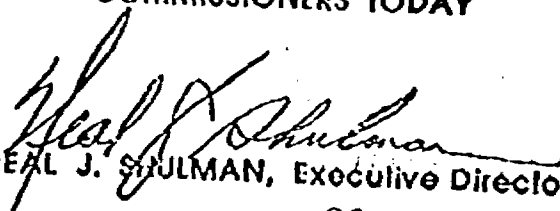
6. Within 30 days after completion of the work under this order, City shall notify the Commission's Safety Division in writing that the authorized work has been completed.

7. 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.

8. The application is granted as set forth above.
This order becomes effective 30 days from today.
Dated MAR 14 1990, at San Francisco, California.

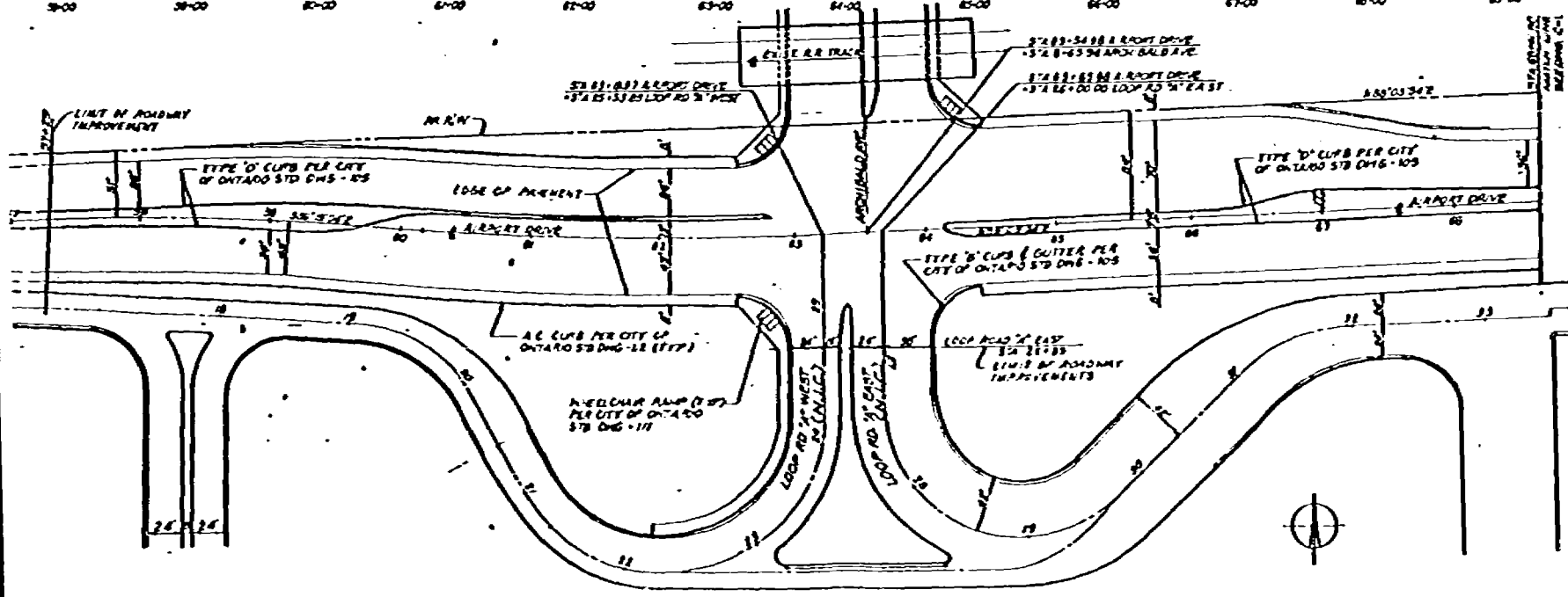
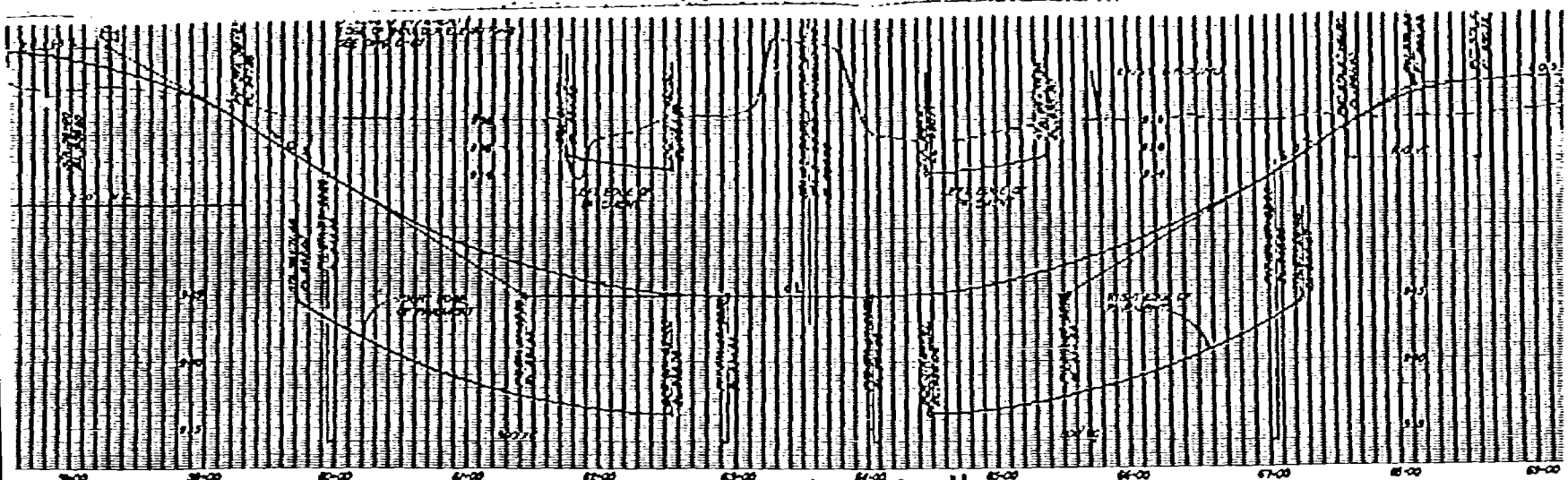
G. MITCHELL WILK
President
FREDERICK R. DUDA
STANLEY W. HULETT
JOHN B. OHANIAN
PATRICIA M. ECKERT
Commissioners

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


NEAL J. STULMAN, Executive Director
PB

A.89-09-017

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Appendix A
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JUN 11
DMJ

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DATE	

CITY OF ONTARIO

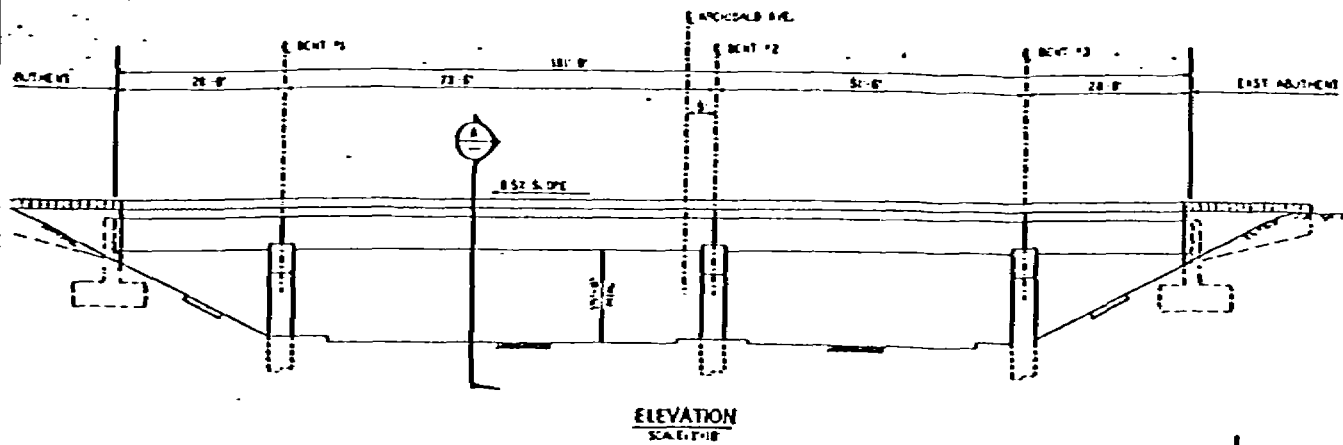
PLANNING DEPARTMENT

DAUM

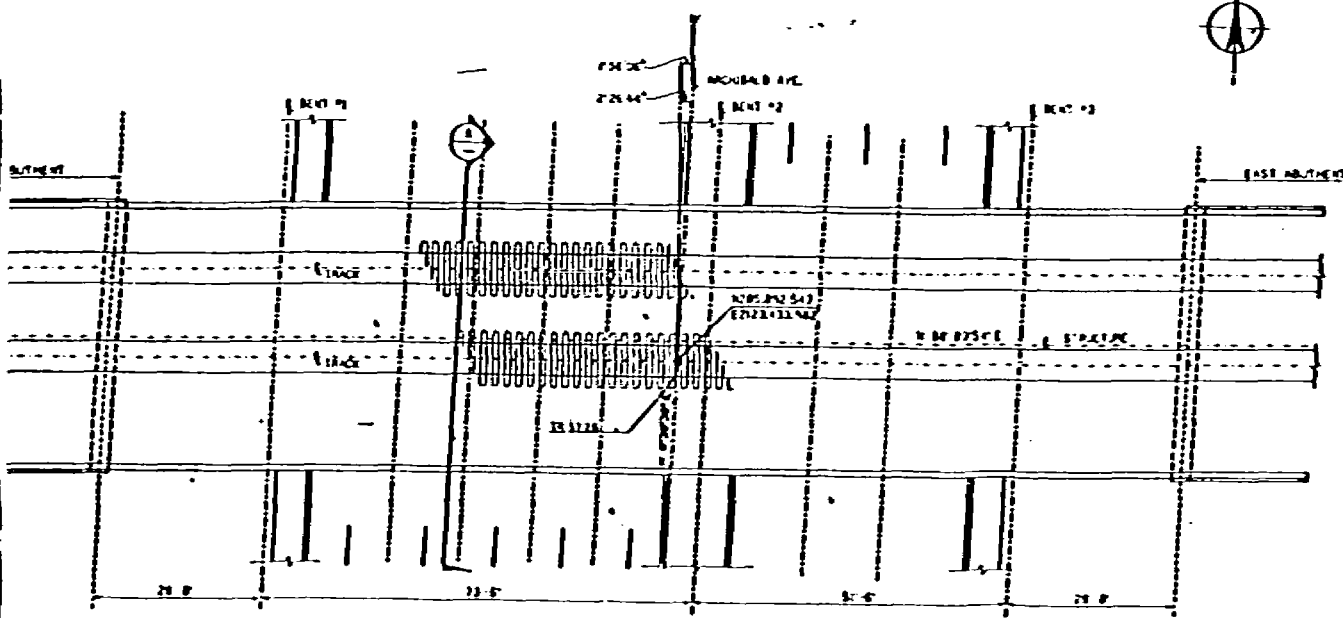
CITY OF LOS ANGELES
DEPARTMENT OF AIRPORTS

ARCHIBALD AVENUE GRADE SEPARATION
ROADWAY PLAN AND PROFILE

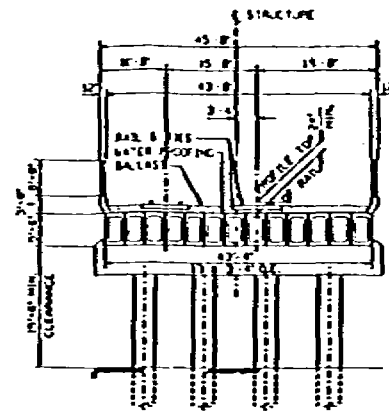
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ELEVATION
SCALE 1/8" = 1'-0"



PLAN
SCALE 1/8" = 1'-0"

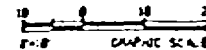


SPRR RAILROAD BRIDGE
TYPICAL SECTION

A
C-12 (C-13)
SCALE 1/8" = 1'-0"

GENERAL BRIDGE NOTES:

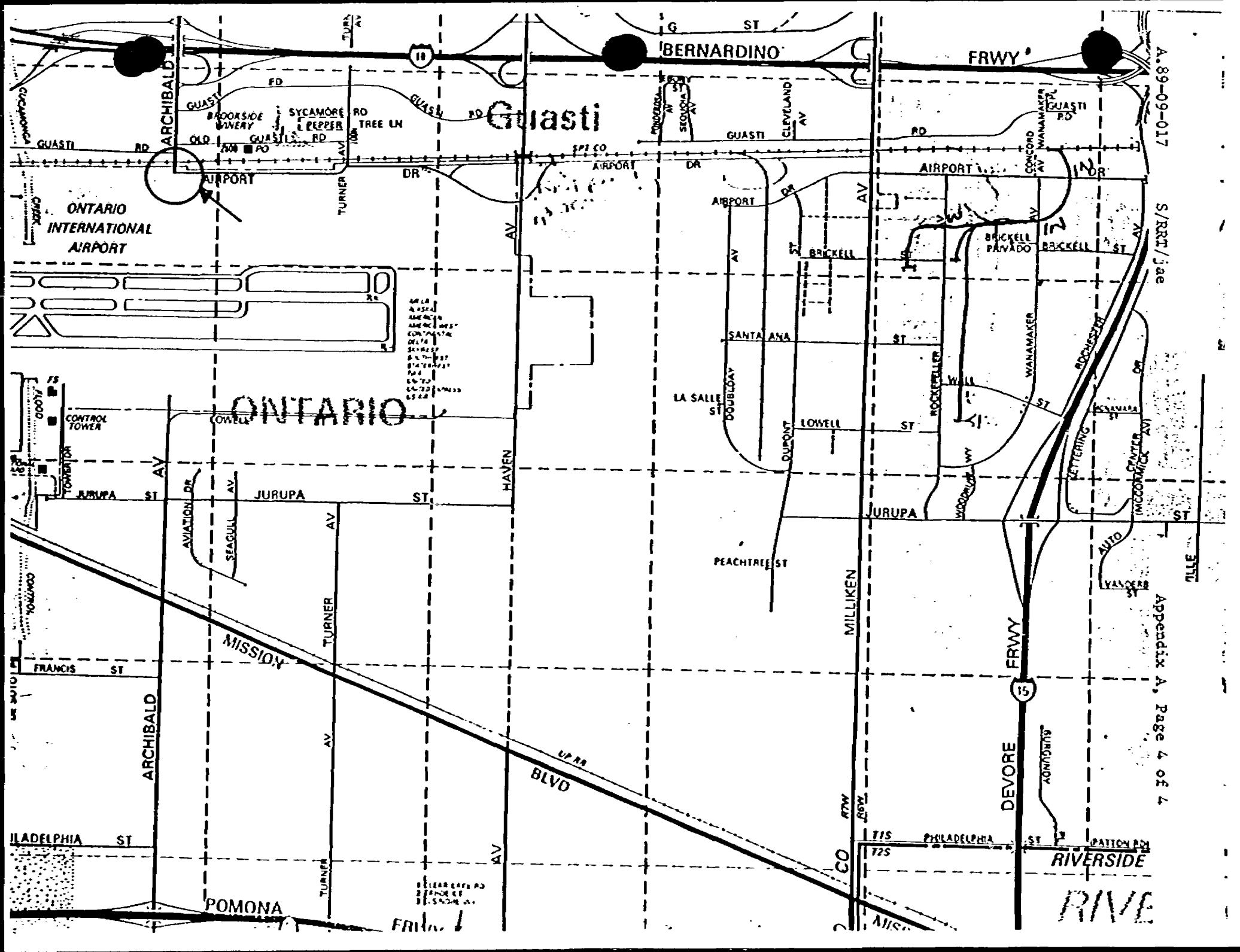
1. DESIGN SPECIFICATIONS:
 - a. AMERICAN RAILWAY ENGINEERING ASSOCIATION INCLUDING SPCC SUPPLEMENTS COMPLETE TO 1967
 - b. AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, THIRTEENTH EDITION, 1963.
2. CONSTRUCTION SPECIFICATIONS:
 - a. STANDARD SPECIFICATIONS, STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION - 2ND EDITION, 1964.
3. DESIGN LOADING: COOPER E-80 LIVE LOAD.
4. STRUCTURAL MATERIALS:
 - a. CONCRETE, $f'_c = 4000$ psi, 4500 psi
 - b. PRESTRESSED CONCRETE - SEE DWG. NO. 1
 - c. REINFORCEMENT, ASTM A615 - GRADE 60



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Appendix A
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DESIGNED BY DRAWN BY CHECKED BY DATE	CITY OF ONTARIO DIVISION OF HIGHWAYS	BRIDGE NAME NO. 101 LOCATION	DMJM	CITY OF LOS ANGELES DEPARTMENT OF AIRPORTS	JOHNSON AVENUE GRADE SEPARATION RAILROAD BRIDGE GENERAL PLAN	SHEET NO. 1 OF 1 C-12
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