

ORIGINAL

Decision 90 06 013 JUN 06 1990

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:)
Reconstruct the existing grade separation)
known as Patterson Avenue overhead in)
Santa Barbara County, State of California.)

Application 90-01-008
(Filed January 2, 1990)

O P I N I O N

As part of the project to increase the capacity of the Patterson Avenue Interchange on State Route 101 (SR 101), the State of California, Department of Transportation (CALTRANS) requests authority to remove and replace the existing Patterson Avenue Overhead over the Southern Pacific Transportation Company's Coast Route Main Line near Goleta, Santa Barbara County.

The portion of the project with which this application is involved includes the improvement of Patterson Avenue from Overpass Road north to Parejo Drive, realignment of Calle Real to the North and the widening and realignment of U.S. Route 101 ramps in the Patterson Avenue Interchange; the major feature of the project being the improvement of the Patterson Avenue Overhead.

The reconstructed overhead, to be known as "Patterson Avenue Overhead", is to be a single bridge. It will be a 134 feet, Cast-In-Place Prestressed Box Girder Bridge. The structure is to provide six 12 foot lanes, two 8-foot shoulders and two 6-foot sidewalks.

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 Initial study, Caltrans issued a Negative Declaration. The Negative Declaration and Environmental Assessment for the proposed improvements at Patterson Avenue

Interchange was approved by the U.S. Department of Transportation-Federal Highway Works Administration(FHWA) on November 7, 1986. The Negative Declaration determined, "Any change in air quality resulting from the project would be virtually unmeasurable". The Commission is a responsible agency for this project under CEQA and has independently reviewed and assessed the Initial Study and Negative Declaration. The site of the proposed project has been inspected by the Commission Safety Division Traffic Engineering staff. The staff has examined the need to remove the existing Patterson Avenue Overhead and replacement thereof with an improved overhead grade separation and recommends that approval for the project 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 public highway across a railroad track. Detailed drawings of the grade separation structure are shown in Appendix A.

Notice of the application was published in the Commission's Daily Calendar on January 9, 1990. 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 remove and replace the existing Patterson Avenue Overhead over the tracks of SPT's Coast Route Main Line near Goleta, Santa Barbara County.

2. Removal, and reconstruction of the Patterson Avenue Overhead, as described in the application and as shown in Appendix A, is required as part of the improvement of Patterson Avenue interchange on SR-101.

3. Public convenience, necessity, and safety require the removal and replacement of the Patterson Avenue 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 agency's Initial Study and Negative Declaration.

6. This project will not have a significant effect on the environment.

Conclusion of Law

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, (Caltrans), is authorized to remove and replace the existing Patterson Avenue Overhead over the tracks of Southern Pacific Transportation Company's (SPT) Coast Route Main Line, near Goleta, Santa Barbara County, identified as Crossing B-363.5A. The proposed grade separation alteration projects are at the location and substantially as shown by plans attached to the application and Appendix A of this order.

2. Clearances shall be in accordance with General Order (GO) 26-D; except that during the period of construction a clearance of 21'-6" above the top of rail shall be authorized and SPT shall be authorized to operate with such reduced overhead clearance provided that instructions are issued by the railroad and filed with the Commission's Safety Division, forbidding employees to ride on tops of cars beneath the structure.

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

4. 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.

5. 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 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, Caltrans 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.

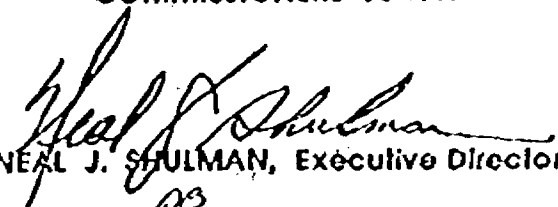
8. The application is granted as set forth above.

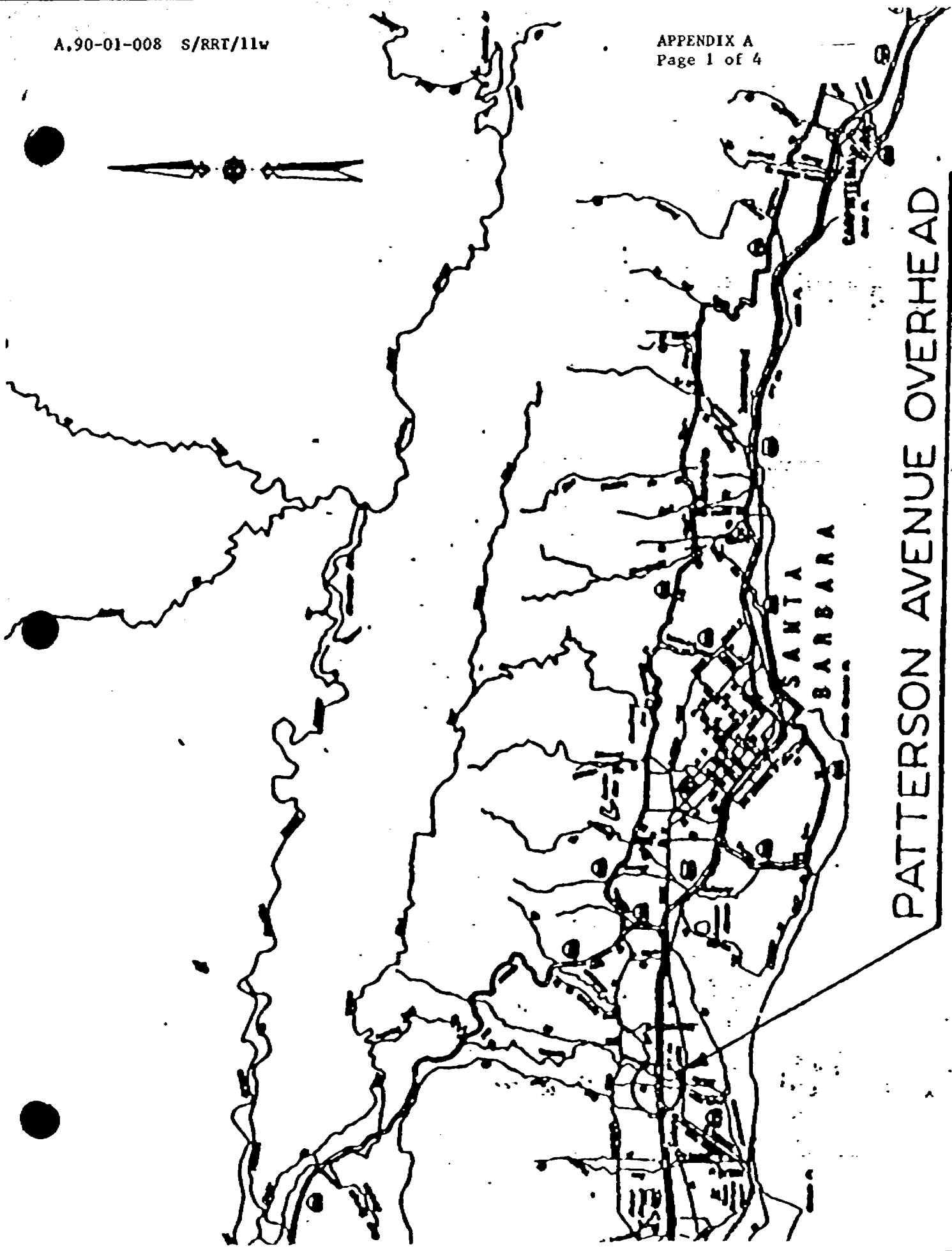
This order becomes effective 30 days from today.

Dated JUN 06 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. SHULMAN, Executive Director
23

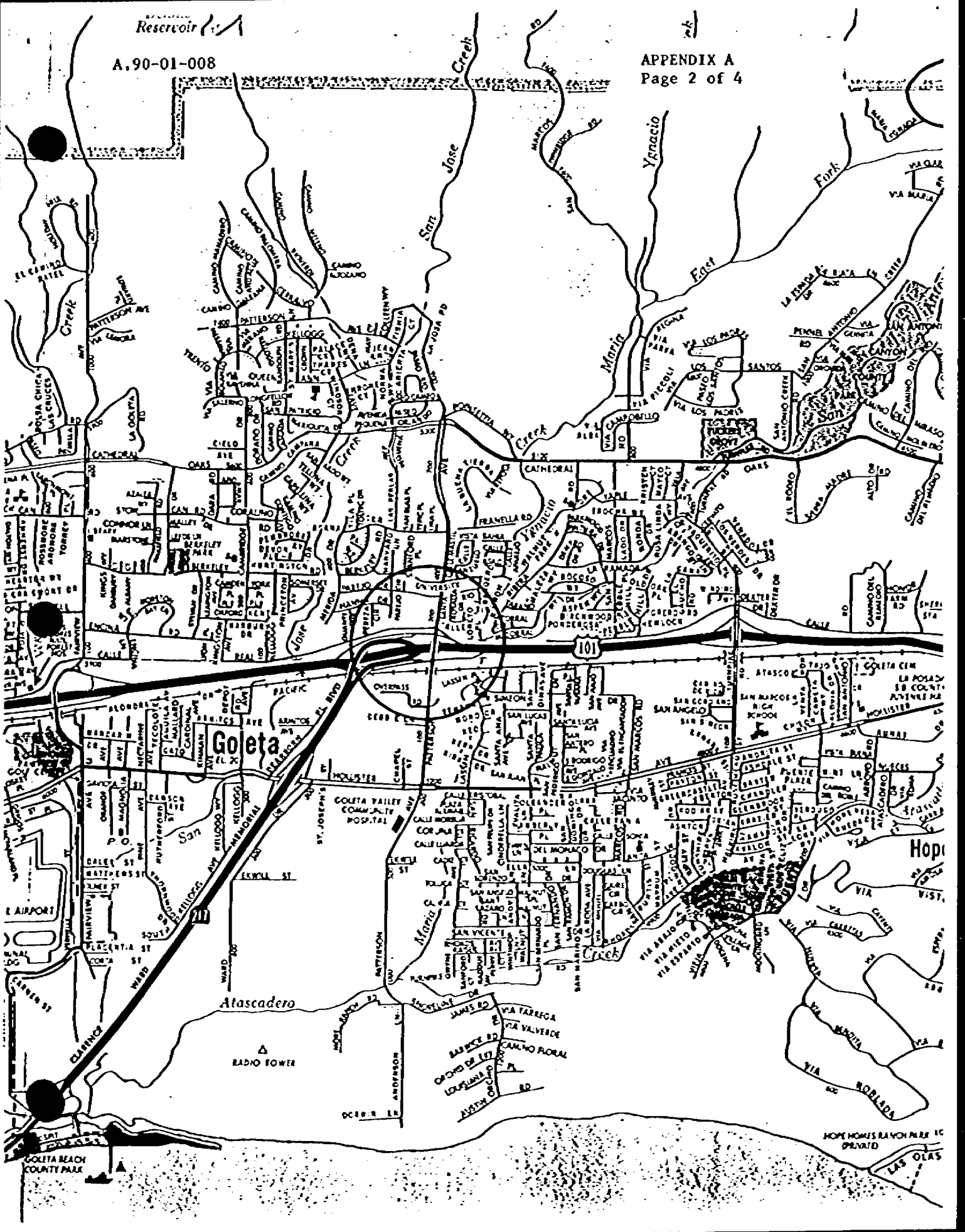


PATTERSON AVENUE OVERHEAD

Reservoir

A.90-01-008

APPENDIX A
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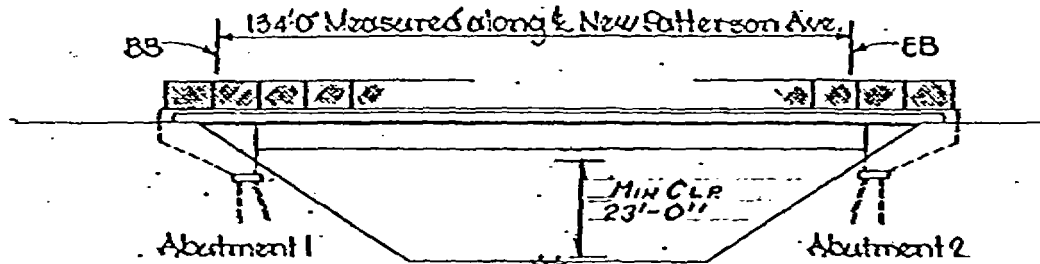
± EVC.
33.74
+10.08%

568' VC
Bc = 1.5106 % per station

198+43.64 EVC.
Elev. 104.91
-2.50%

PROFILE GRADE

No Scale



Original Elev. 60.0

ELEVATION

Location	Design Loading (Service Loading)	Specified Tip Elevation
Abutment 1	70 Tons	24.0
Abutment 2	70 Tons	43.0

All Piles are to be placed to abut. 1 and elevation 70 of 01

WARD MEMORIAL BLVD SR 217
PUC 363.2-R



Clearance Line

Clearance Line

ST Ret. Wall

29.60
N89°08'25"W
Top of fill

59.84
S89°08'25"W
Top of fill

196+06.64 EB
Elev. 106.59

196+70.76 PAT LINE
± E. SPT. CO. TRACK
PUC 363.2-A

197+40.64 EB
Elev. 106.68

MARIA YENACIA BIKEWAY
PUC 363.65-C

existing Br. No. 51C-155

& existing Patterson Ave.

100.79 N.E. CORNER EXISTING

Note:
① Point Patterns
② Point Br. No.
⊙ Indicates pc

2.83
S89°08'25"W
Top of fill

28.03
N89°08'25"E
Top of fill

Toe of fill

Toe of fill

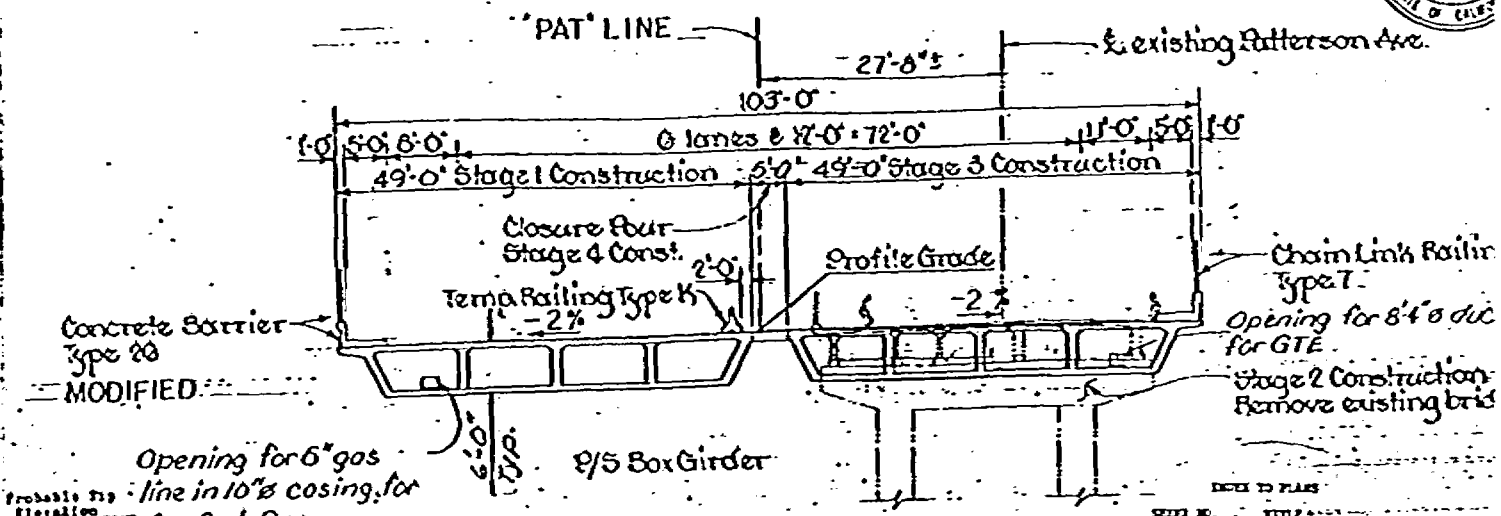
PLAN
106.91
S19°51'33"E
1:20'0"

For General Note.

the smith
OFFICE OF STRUCTURE DESIGN

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL
ALL
ASNAASHA
No. 55022
Exp. 6-30-9
CIVIL
STATE OF CALIF.



TYPICAL SECTION
No Scale

Probably 199
Elevation
19.0

32.0
Station 73 of
2

INDEX TO PLANS

SHEET NO.	TITLE
1	GENERAL PLANS
2	PLAN DETAILS
3	FOUNDATION PLANS
4	ANCHOR DETAILS NO. 1
5	ANCHOR DETAILS NO. 2
6	TYPICAL SECTION
7	LONGITUDINAL SECTION
8	LOG OF TEST MAKING 1 OF 3
9	LOG OF TEST MAKING 2 OF 3
10	LOG OF TEST MAKING 3 OF 3

STANDARD PLANS DATED JANUARY 1934

A12-C	EXCAVATION AND BACKFILL-BRIDGES
K2-1	BRIDGE DETAILS
K2-2	BRIDGE DETAILS
K2-3	BRIDGE DETAILS
K2-13	BRIDGE DETAILS
K2-5	PILE DETAILS-CLASS 43 AND CLASS 3
M-21	JOIST PLANS
P7-1	BOX GIRDER DETAILS
M-3	CAST-IN-PLACE PRESTRESSED CONCRETE
111-30	TEMPORARY RAILING (TYPE 1)
111-32	CHAIN LINK RAILING TYPE 7
111-34	CONCRETE BARRIER TYPE 20 COVERED

Suburban Traffic

1. No alignment. No traffic at the site.
2. Traffic will be carried on the structure. Stage construction required.
3. Traffic will pass under the structure.
 - A. No clearance allowed over traffic.
 - B. Fullway opening (all required).

No.	Vertical Clearance	Horizontal Clear W.A.S.
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
Rural Traffic Fullway Opening		
No.	Vertical Clearance	Horizontal Clear W.A.S.
_____	21'-6"	20'-0"

EASEMENT TO EXISTING E

Avenue Overhead
C-0155
1 of min. vertical cl.

EASEMENT
EASEMENT

Standard Plan Sheet No.
Detail No.

See "Longitudinal Section" sheet.