

Decision 91 03 068 MAR 22 1991

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 )  
Grove Avenue and the tracks of the Union )  
Pacific Railroad Company, sometimes )  
referred to as the "Grove Avenue Grade )  
Separation" (PUC Crossing No. 3-39.0) )

**ORIGINAL**

Application 90-12-031  
(Filed December 12, 1990)

O P I N I O N

The City of Ontario (City) requests authority to construct the Grove Avenue Underpass at separated grades under the tracks of Union Pacific Railroad Company's (UP) Main Line in Ontario, San Bernardino County.

The proposed bridge structure will be approximately 39 feet in width and will carry UP's main line track and future auxiliary track across depressed Grove Avenue. The total structure length will be approximately 175 feet, measured from back-to-back of abutments. The railroad will operate on a temporary shoofly during the construction, with the track temporarily relocated to the north.

Grove Avenue will function as a major north/south arterial street extending from Chino on the south to Upland on the north and is an integral part of the master plan of development in and adjacent to the City of Ontario. Grove Avenue will serve as a major arterial linking San Bernardino, Orange, and Riverside Counties to the Ontario International Airport. The Grove Avenue grade separation project ranks number 3 on the Commission's 1990/91 Grade Separation Priority List (I.89-09-021) dated June 20, 1990.

The construction of a grade separation at the proposed location is needed to alleviate existing traffic congestion and

delays occurring at the crossing and to eliminate a high accident potential. It will also provide for safe uninterrupted access for emergency vehicles and school buses.

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. City prepared an Initial Study and issued a Negative Declaration. A Notice of Determination was filed with the San Bernardino County Clerk on July 24, 1990 which found that, "The project will not have 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 Initial Study and Negative Declaration.

On January 15, 1991, the United Transportation Union (UTU) filed a protest and requested a hearing. By letter dated March 5, 1991, UTU withdrew its protest. UTU stated that delay in receiving a copy of the application as requested from the City had contributed to the filing of the protest.

The site of the proposed project has been inspected by the Commission's Traffic Engineering staff. After a review and analysis of future vehicular traffic volume and street geometrics of the area, the staff recommends that the application be granted.

City 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 railroads. Detailed drawings of the grade separation and street geometrics are included in the Appendix of this order.

#### Findings of Fact

1. Notice of the application was published in the Commission's Daily Calendar on December 19, 1990.
2. Construction of the proposed underpass is required to improve traffic circulation and access between the northern and southern portions of Ontario.

3. Public convenience, necessity and safety require construction of the Grove Avenue Underpass.

4. Railroad operations require temporary construction of a shoofly track northerly of UP's existing operating right-of-way during construction of the railroad bridge structures.

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

6. The Commission is a responsible agency for this project has reviewed and considered the lead agency's Initial Study and Negative Declaration.

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

8. This application must be approved by April 1, 1991 if the proposed project is to qualify for Grade Separation Priority funding this year.

9. On January 15, 1991, UTU filed a protest and requested a hearing. By letter dated March 5, 1991, UTU withdrew its protest.

#### Conclusion of Law

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

#### ORDER

IT IS ORDERED that:

1. City of Ontario (City) is authorized to construct Grove Avenue Undercrossing at separated grades under the tracks of the Union Pacific Railroad Company's (UP) Main Line in Ontario, San Bernardino County, at the location and substantially as shown by the plans attached to the application and the Appendix of this order, to be identified as Crossing 3-39.0-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. Upon completion of both vehicular and train traffic to its normal operating patterns, existing Grove Avenue at-grade crossing shall be closed and physically removed.

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

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 crossing approved by UP, 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.

7. 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.

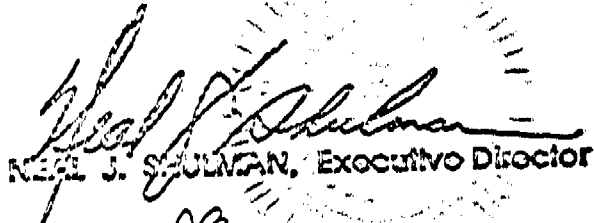
8. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

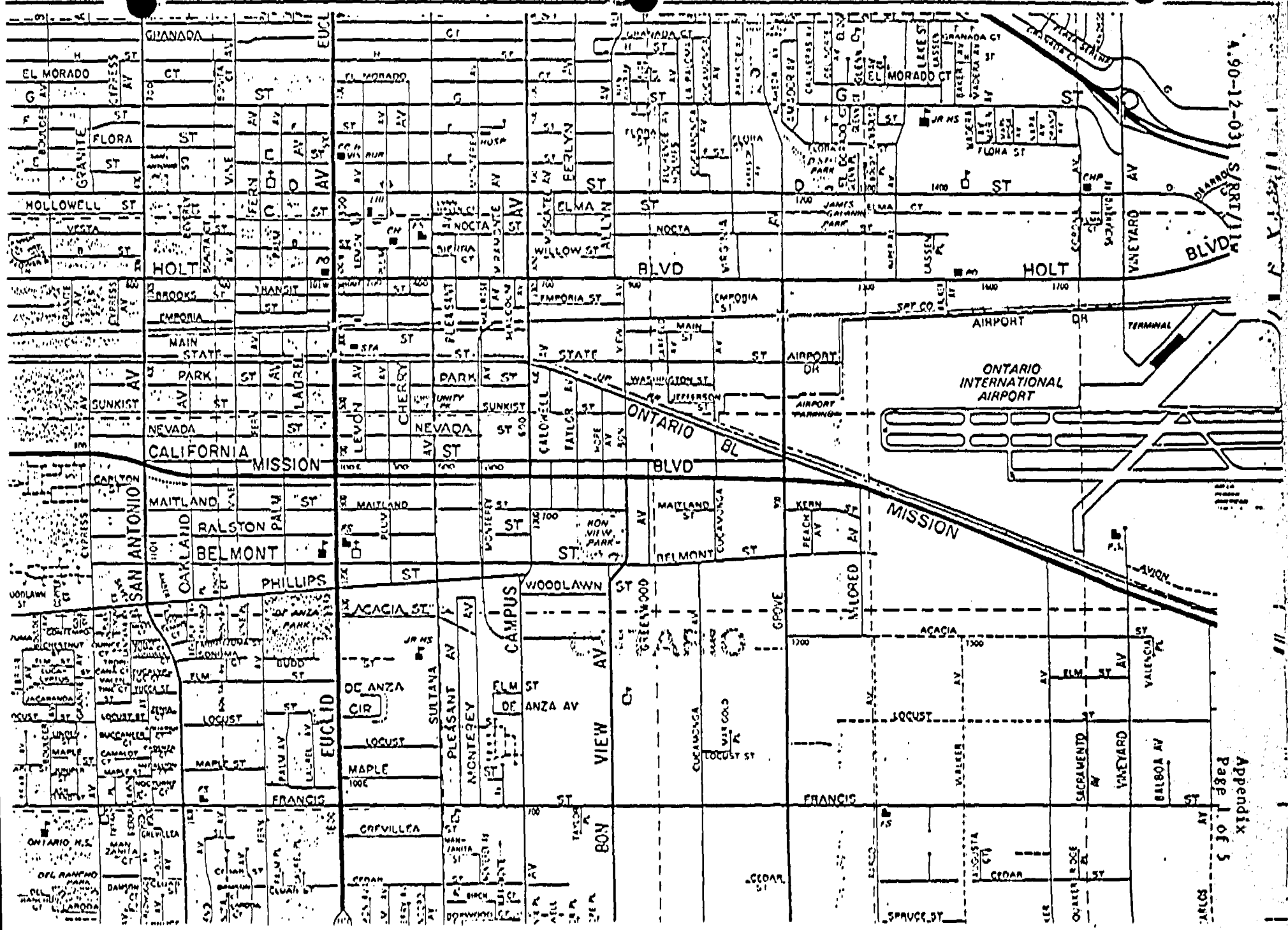
9. The application is granted as set forth above.  
This order becomes effective 30 days from today.  
Dated MAR 22 1991, at San Francisco, California.

PATRICIA M. ECKERT  
President

G. MITCHELL WILK  
JOHN B. OHANIAN  
DANIEL WM. FESSLER  
NORMAN D. SHUMWAY  
Commissioners

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

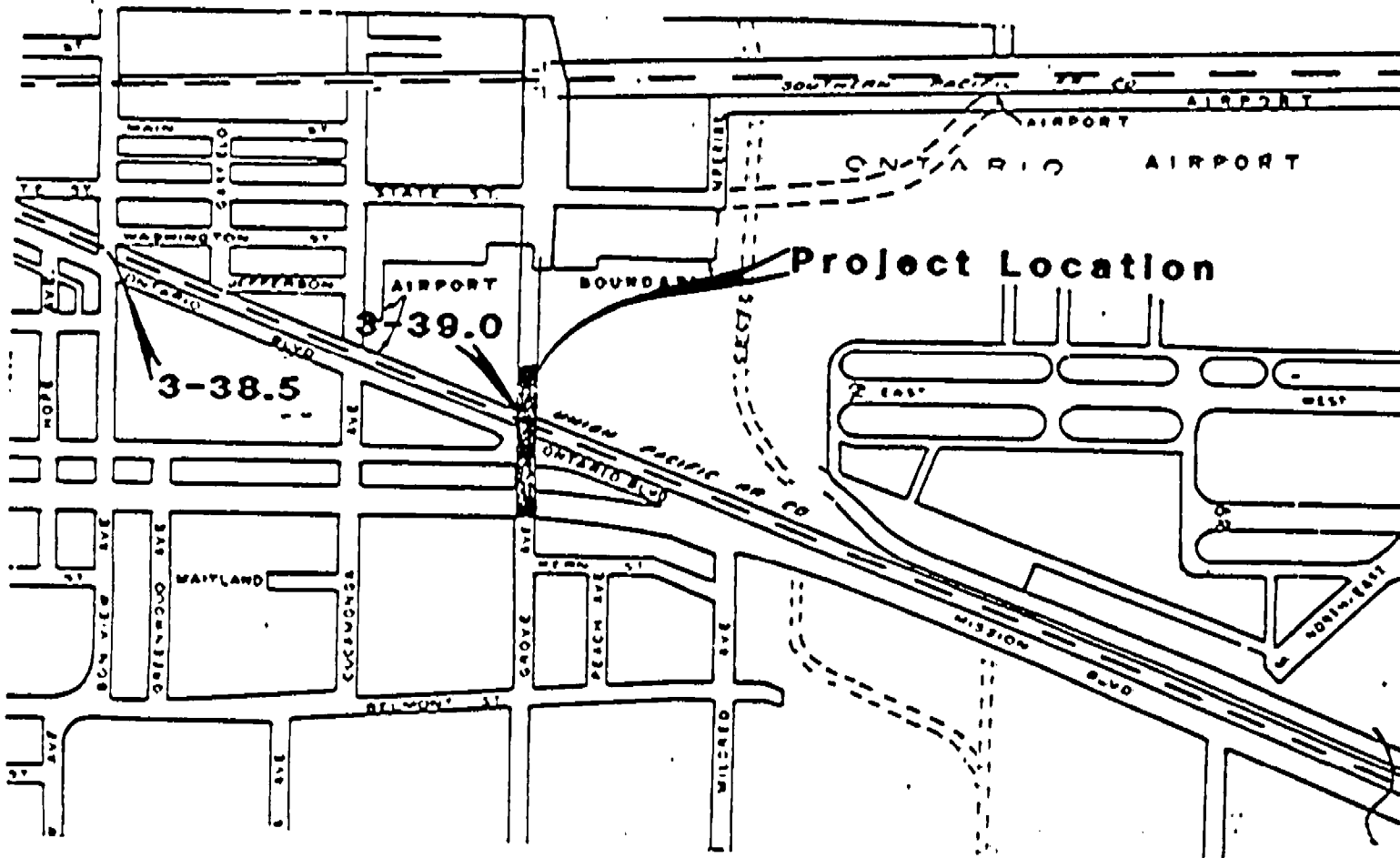
  
NEAL J. SCHULMAN, Executive Director  
09



A.90-12-031 S/PRI/111

# GROVE AVENUE GRADE SEPARATION

PUC # 3-39.0



LOCATION PLAN  
EXHIBIT "A"

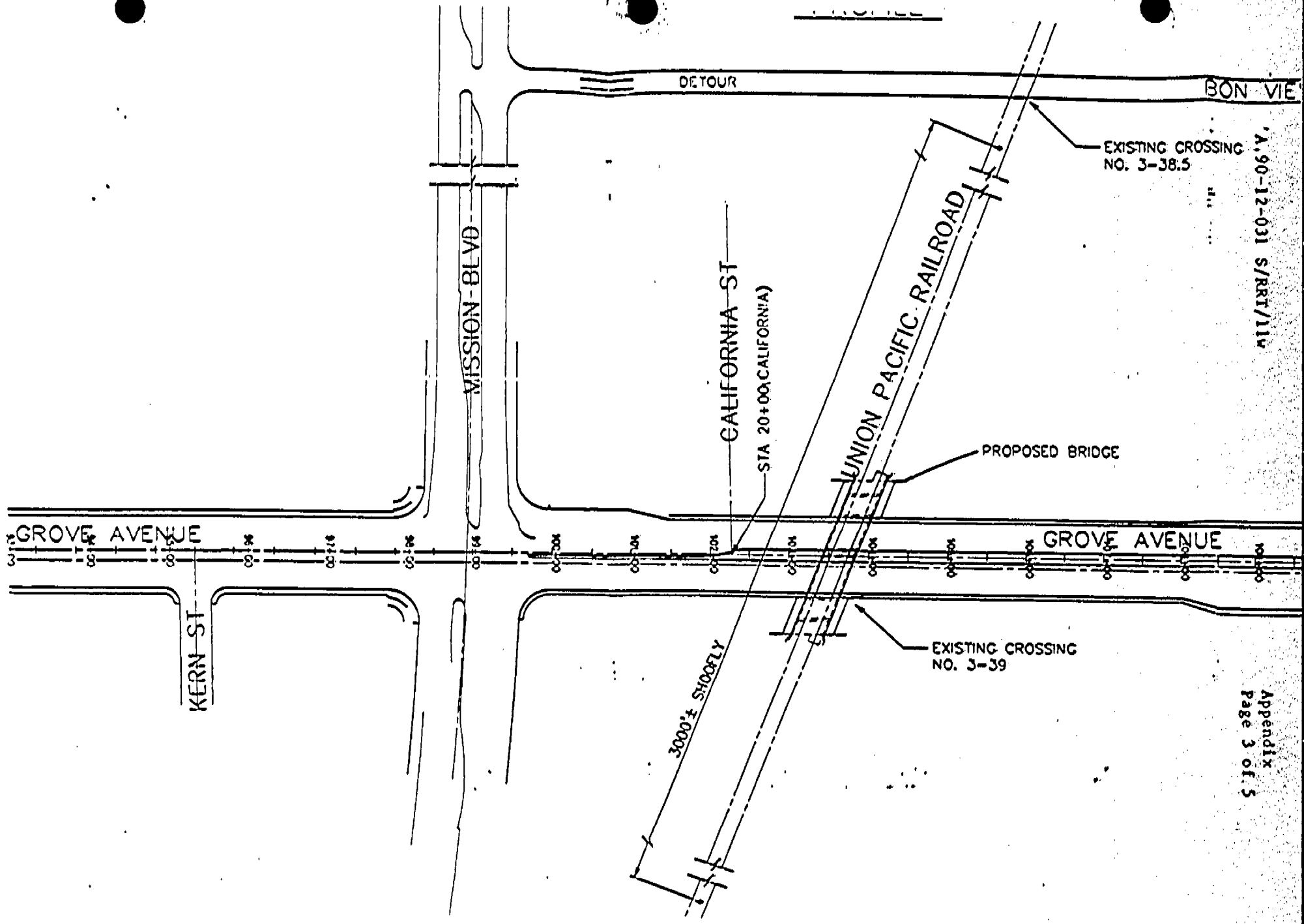
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A.90-12-031 S/RRT/11V

Appendix  
Page 2 of 5

EXHIBIT A - Location Map

5



BON VIE

EXISTING CROSSING  
NO. 3-38.5

A. 90-12-031 S/RR/11V

MISSION BLVD

CALIFORNIA ST

STA 20+00 (CALIFORNIA)

UNION PACIFIC RAILROAD

PROPOSED BRIDGE

GROVE AVENUE

GROVE AVENUE

KERN ST

EXISTING CROSSING  
NO. 3-39

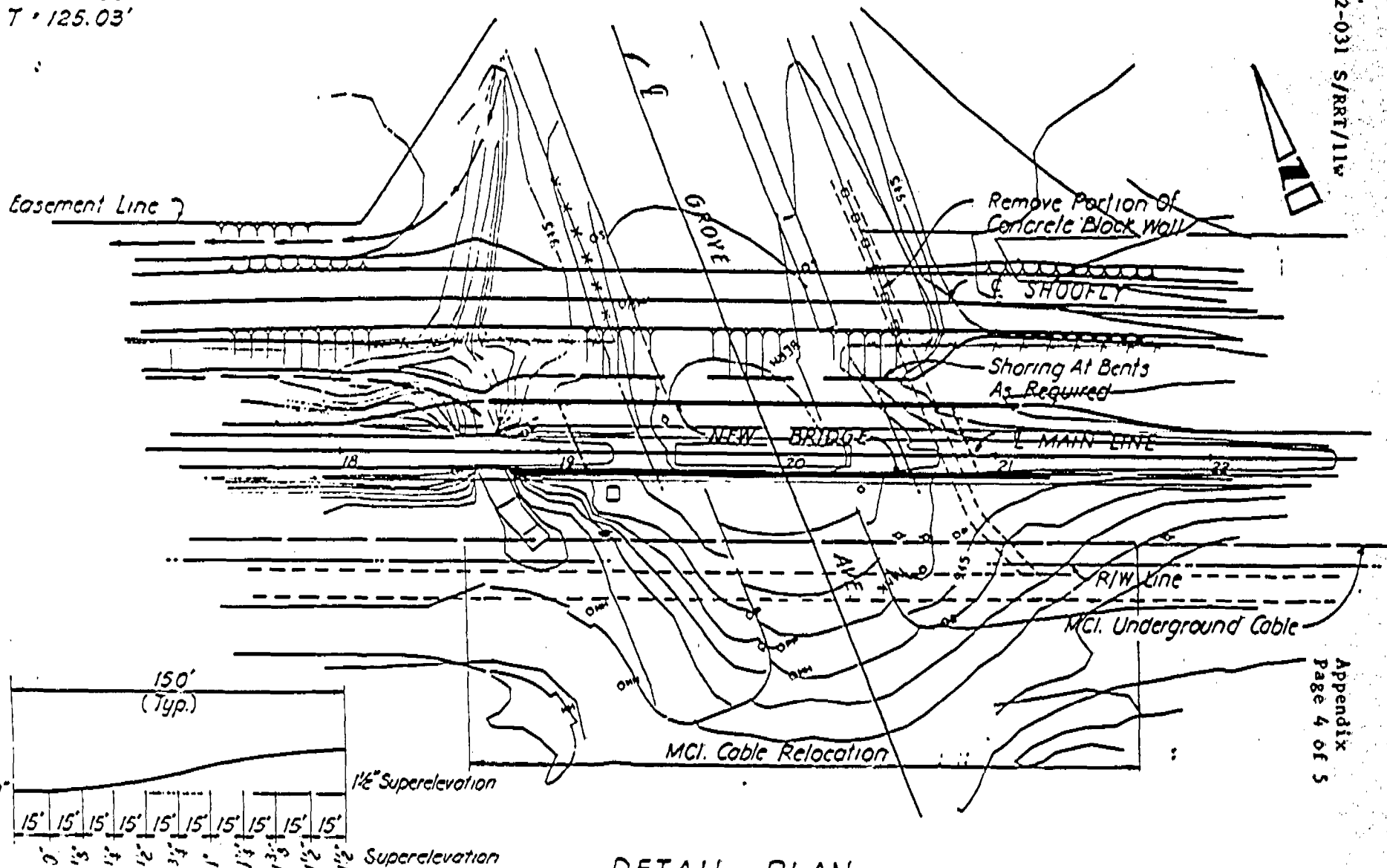
3000' ± SHOULDER



4. Central Curve Data  
 D = 1° 15'  
 R = 4583.69'  
 Δ = 3° 07' 30"  
 L = 250.00'  
 T = 125.03'

4. Spiral Curve Data  
 D = 1° 15'  
 Δ = 0° 56' 15"  
 L = 150.00'

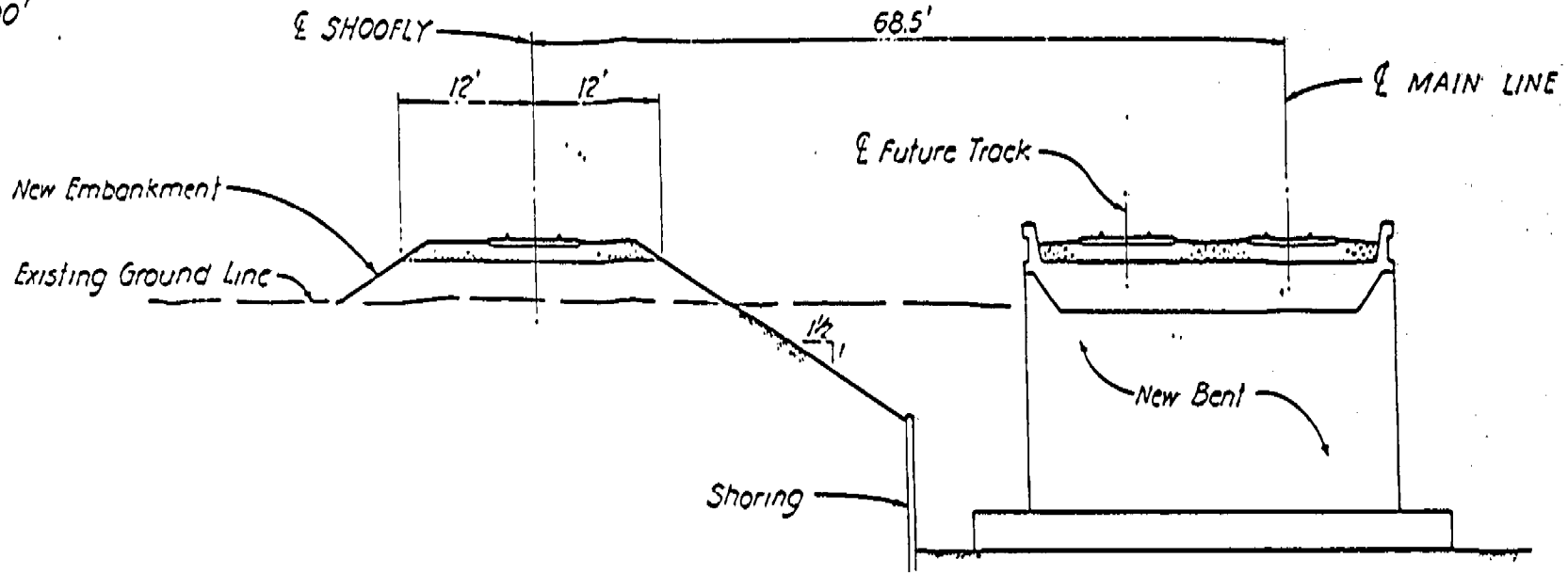
A.90-12-031 S/RRT/11W



DETAIL PLAN

PLAN

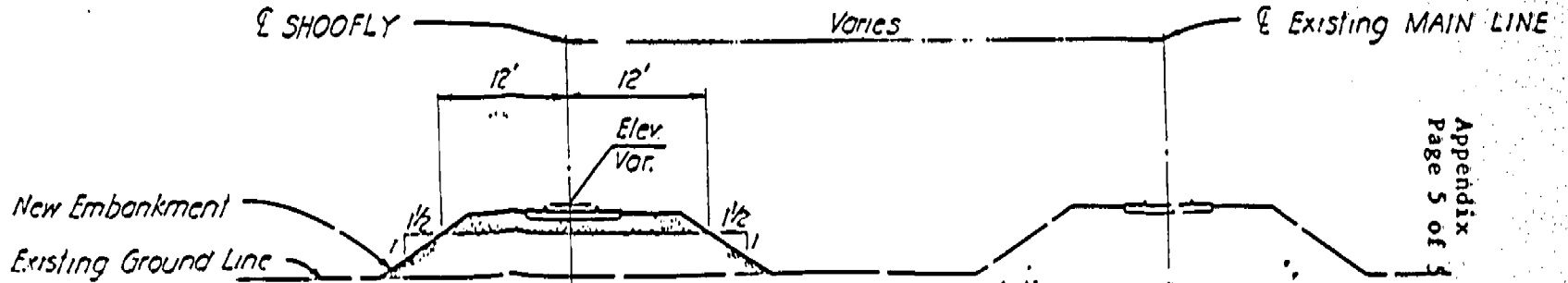
1"=100'



A.90-12-031 S/RRT/11w

SECTION AT BENTS

1"=10'



TYPICAL SECTION

1"=10'

Appendix  
Page 5 of 5