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Decision No. 90112 ; MAR 27 1979

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

APPLICATION OF THE CITY OF RIVERSIDE)	
FOR THE CONSTRUCTION OF A GRADE SEPA-)	
RATION OF VAN BUREN BOULEVARD UNDER)	Application No. 58502
THE ATCHISON, TOPEKA AND SANTA FE)	(Filed December 4, 1978)
RAILWAY COMPANY'S MAIN LINE, CROSSING)	(Amended January 30, 1979)
NO. 2B-16.4, IN THE CITY OF RIVERSIDE,)	
COUNTY OF RIVERSIDE)	

O P I N I O N

The City of Riverside requests authority to construct Van Buren Boulevard at separated grades under the tracks of The Atchison, Topeka and Santa Fe Railway Company in the City of Riverside, Riverside County. Authority is also requested to construct an additional track across Gibson Street as part of the existing crossing of the street by the tracks of The Atchison, Topeka and Santa Fe Railway Company.

The priority list of grade separation projects for the fiscal year 1978-79, as set forth in Decision 88956, shows this project as Priority No. 12.

The City of Riverside is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended, Public Resources Code, Section 21000 et seq.

After preparation and review of an Initial Study, the City of Riverside issued a Negative Declaration and approved the project. On October 6, 1978, a Notice of Determination was filed with the Riverside County Clerk.

The Commission is a responsible agency for this project under CEQA and has independently evaluated and assessed the lead agency's Initial Study and Negative Declaration. The site of the proposed project has also been inspected by the Commission staff.

Van Buren Boulevard, a major vehicular route in the City of Riverside, is experiencing severe traffic congestion where it crosses the railroad tracks at grade. Anticipated increases in vehicular traffic on Van Buren Boulevard will further aggravate the problem in the near future. The proposed project, when completed, should improve traffic flow in the area and reduce congestion and

delays. The project is adjacent to the Riverside Freeway in an industrial/commercial area.

Notice of the application and the amendment were published in the Commission's Daily Calendar on December 6, 1978, and February 1, 1979, respectively. No protests have been received. A public hearing is not necessary.

F I N D I N G S

1. Applicant should be authorized to do the work as indicated in Appendix A, attached hereto, at the locations and substantially as shown by plans attached to the application, in the City of Riverside, Riverside County.

2. Clearances should be in accordance with General Order 26-D.

3. Walkway areas should conform to General Order 118. Walkway areas adjacent to any trackage subject to rail operations should be maintained free of obstructions and should promptly be restored to their original condition in the event of damage during construction.

4. Construction and maintenance costs should be borne in accordance with an agreement to be entered into between the parties relative thereto, and a copy of said agreement, together with plans of the crossings approved by The Atchison, Topeka and Santa Fe Railway Company, should 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. Applicant is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended.

6. The Commission is the responsible agency and has independently evaluated and assessed the lead agency's Initial Study and Negative Declaration.

7. The project will have no significant impact on the environment.

C O N C L U S I O N S

On the basis of the foregoing findings, we conclude that the application should be granted as set forth in the following order:

O R D E R

IT IS ORDERED that:

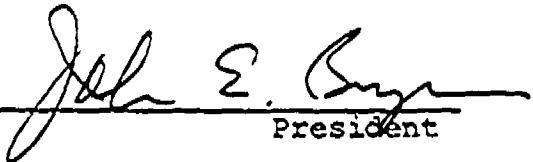
1. The City of Riverside is authorized to do the work as indicated in Appendix A, attached hereto, in the City of Riverside, Riverside County, as set forth in the findings of this decision.

2. Within thirty days after completion, pursuant to this order, applicant shall so advise the Commission in writing.


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

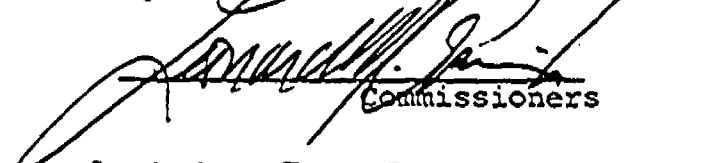
The effective date of this order shall be thirty days after the date hereof:

Dated at San Francisco, California, this 27th day of MARCH, 1979.



President




Commissioners

Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner Richard D. Gravelle, being necessarily absent, did not participate in the disposition of this proceeding.

Appendix A

Item	PUC Crossing Number	Proposed Construction	Protection General Order 75-C
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Temporary Detour Crossings

Van Buren Boulevard (Northbound)	2B-16.38	26 ft. wide grade crossing Std. No. 1 (G.O. 75-C)	1-Std. No. 9 signal relocated from Crossing 2B-16.4
Van Buren Boulevard (Southbound)	2B-16.42	26 ft. wide grade crossing Standard No. 1 (G.O. 75-C)	1-Std. No. 9 signal relocated from Crossing 2B-16.4

Additional Track

Gibson Street	2B-16.1	Add Shoofly/lead track to existing grade crossing Standard No. 1 (G.O. 75-C)	Relocate 1-Std. No. 9 signal on south side of crossing
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Separated Crossing

Van Buren Boulevard	2B-16.4-B	Underpass	-
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Crossings to be Closed

Van Buren Boulevard Temporary Detour Crossing (Northbound)	2B-16.38	Abandon and Physically Remove	-
Van Buren Boulevard Temporary Detour Crossing (Southbound)	2B-16.42	Abandon and Physically Remove	-
Van Buren Boulevard	2B-16.4	Abandon and Physically Remove	-