

Decision 96-10-025 October 9, 1996

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 and widen the Anaheim)
Underpass, which involves the tracks and)
right of way of The Southern Pacific)
Transportation Company, located in the)
City of Anaheim, County of Orange,)
State of California.)

Application 96-03-030
(Filed March 19, 1996)

ORIGINAL

O P I N I O N

As part of the project to widen Interstate Route 5 (I-5) Santa Ana Freeway, the State of California, Department of Transportation (Caltrans), requests authority to reconstruct and widen the Anaheim Underpass grade separation bridge structure under the Southern Pacific Transportation Company's (SPT) Santa Ana Branch Line in the City of Anaheim, Orange County.

The Anaheim Underpass, which spans the I-5 Freeway, was built in 1957. The existing grade separation bridge structure will be reconstructed on its current alignment with a longer bridge for the railroad as part of the I-5 widening project. In addition, the existing railroad tracks at four at-grade crossings (Broadway Street, Manchester Avenue, Santa Ana Street, and West Street) will be raised to match the new track profile along the new Underpass, and one at-grade crossing (Walnut Street) will be closed and physically removed.

There are several freight trains operated by SPT each day on the branch line. Because of the need to maintain these rail services, the project will include construction of a shoofly track bridge across the freeway just south of the existing structure. Vehicular traffic on Manchester Avenue will temporarily cross the shoofly track at grade just south of the existing crossing.

Caltrans proposes to widen the I-5 Freeway, currently a six lane facility, to a ten lane facility. The alteration will be between State Route 22 (SR 22) and SR 91 Freeways. The widening will consist of 4 mixed flow lanes, 1 High Occupancy Vehicle (HOV) lane, and provisions for an additional future lane in each direction. The HOV lane will be for carpools of 2 or more persons and buses.

Caltrans is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) Code Section 21000, et seq. On March 27, 1991, Caltrans, in cooperation with the Federal Highway Administration, prepared a Final Environmental Impact Statement/Impact Report (FEIS/EIR) on this project. A Notice of Determination was filed on September 24, 1991 with State of California, Governor's Office of Planning and Research which determined the project to have a significant effect on the environment. Mitigation measures were made a condition of approval of the project.

The Commission is a responsible agency for this project under CEQA and has reviewed the lead agency's FEIS/EIR and Notice of Determination. Commission has considered the FEIS/EIR findings and mitigation measures. After reviewing the need for the reconstructed underpass and the safety of the altered grade crossings, the staff recommends that the application be approved.

The application complies with the Commission's filing requirements, including Rule 39 of the Rules of Practice and Procedure, which relates to the alteration of public highways across railroads. A location map and details from the project plans are shown in Appendix A and B.

Findings of Fact

1. Notice of the application was published in the Commission Daily Calendar on March 20, 1996. No protests have been received. A public hearing is not necessary.

2. Caltrans requests authority under Public Utilities Code, Sections 1201-1205, to reconstruct the Anaheim Underpass grade separation bridge structure of I-5 Freeway under SPT's Santa Ana Branch Line in Anaheim, Orange County.

3. Reconstruction of the underpass will allow widening and addition of high-occupancy vehicle and mixed flow lanes on I-5.

4. Public convenience, necessity, and safety require reconstruction of the Anaheim Underpass.

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

6. A temporary grade crossing will be constructed at Manchester Avenue, just south of the existing crossing, to accommodate the shoofly required for the construction of Anaheim Underpass. There will be no change in track elevation. Existing north bound warning devices will be relocated southerly.

7. Public convenience, necessity, and safety require that the altered Manchester Avenue be protected by four Standard No. 9 automatic gate-type signals (General Order (GO) 75-C).

8. Railroad tracks across four existing at-grade crossings (Broadway Street, Manchester Avenue, Santa Ana Street, and West Street) will be raised to accommodate the new track profile across the Anaheim Underpass. No changes in warning devices are proposed.

9. Caltrans and SPT are authorized to remove all service tracks no longer in use and in connection therewith perform all

necessary signal relocation and street grading that may be required to complete the project at the four crossings listed above.

10. The widening of the I-5 Freeway will eliminate the existing at-grade Walnut Street crossing, north of Manchester Avenue.

11. Caltrans is the lead agency for this project under CEQA as amended.

12. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's PBIS/EIR and Notice of Determination.

13. The widening of I-5 and reconstruction of the Anaheim Avenue Underpass will have a significant impact on the environment. Mitigation measures have been taken by Caltrans to reduce construction noise, traffic delays, landscape removal, and other construction related impacts.

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 reconstruct the grade separation bridge structure of Interstate Route 5 (I-5) Freeway under Southern Pacific Transportation Company's (SPT) Santa Ana Branch Line, identified as Anaheim Underpass Crossing BK-509.3-B, and to perform other related rail modifications as more fully indicated and substantially as shown by plans attached to the application and Appendix A and B of this order in Anaheim, Orange County.

2. Caltrans is also authorized to construction a temporary shoofly track southerly of the existing grade separation bridge structure, and to reconstruct four existing at-grade crossings; Broadway Street Crossing BK-509.1, Manchester Avenue Crossing BK-509.18, Santa Ana Street Crossing BK-509.37, and West Street Crossing BK-509.4; as required to complete the I-5 widening and improvement project as more fully described in Appendix A and B.

3. Upon completion of the new railroad bridge structure and restoration of vehicular traffic to the new improved freeway lanes, Caltrans shall remove the temporary shoofly, and restore Manchester Avenue Crossing BK-509.18 to pre-construction condition. In addition, existing Walnut Street Crossing BK-509.2 shall be permanently closed and vacated.

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 parties. A copy of the agreement, together with plans of the project approved by SPT, shall be filed with the Commission by Caltrans prior to 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 Rail Safety/Carriers 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 required.

8. The application is granted as set forth above.

This order is effective 30 days from today.
Dated OCT 9, 1996, at San Francisco, California.

P. GREGORY CONLON

President

DANIEL Wm. FESSLER

JESSIE J. KNIGHT, JR.

HENRY M. DUQUE

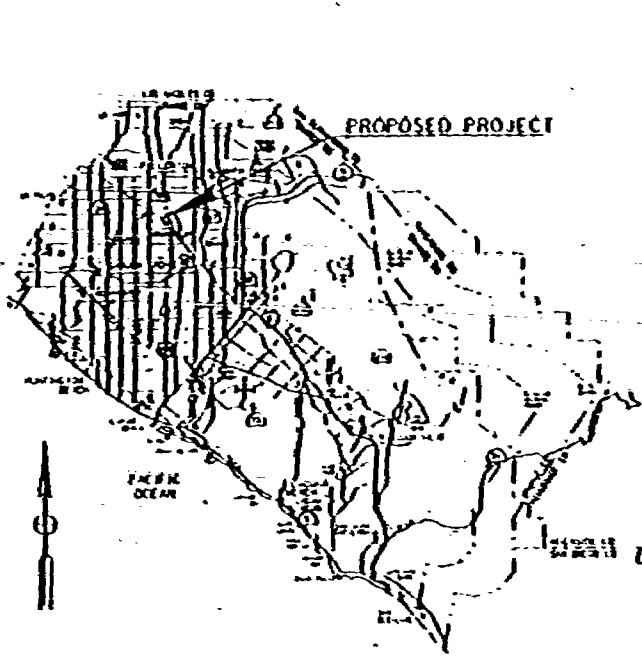
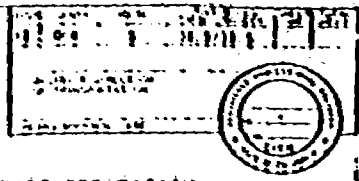
JOSIAH L. NEEPER

Commissioners

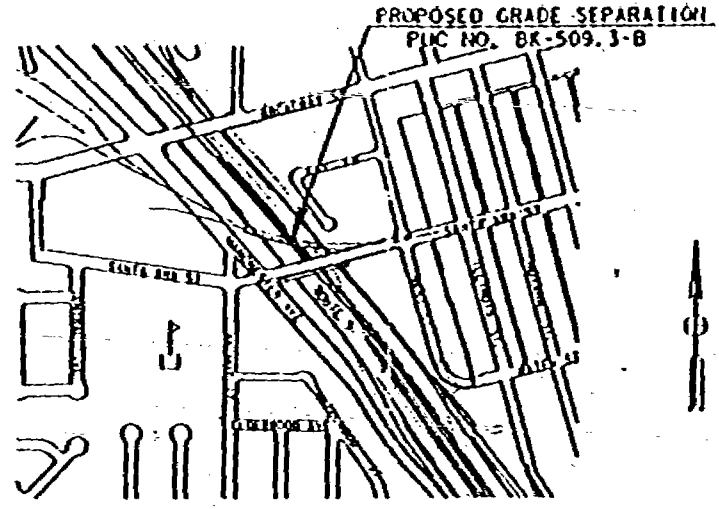
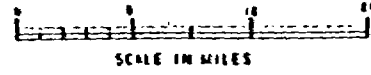
Appendix A

As part of the project to widen Interstate Route 5 (I-5) Santa Ana Freeway, the State of California, Department of Transportation, (Caltrans) proposes to reconstruct the Anaheim Underpass under the Southern Pacific Transportation Company's (SPT) Santa Ana Branch Line, and to perform other work and alterations at nearby SPT at-grade railroad crossings that are required to complete the project. The crossings shall be protected by automatic warning devices (General Order (GO) 75-C) or as more fully described and identified below:

<u>CPUC Crossing Number</u>	<u>Street Name</u>	<u>Warning Devices</u>	<u>Remark/Changes</u>
BK-509.1	Broadway	4 Standard No. 9's Automatic Gate-Type Signals	Railroad tracks raised 4 inches. A spur track will be removed. Railroad warning devices and island medians will be relocated.
BK-509.18	Manchester Av.	4 Standard No. 9's Automatic Gate-Type Signal.	Railroad tracks raised over one foot; and will temporarily relocate north- bound warning device southerly for shoofly crossing.
BK-509.37	Santa Ana St.	1 Standard No. 8-A Flashing Light Signal	Railroad tracks raised.
BK-509.4	West St.	2 Standard No. 9's Automatic Gate-Type Single	Railroad tracks raised slightly.
BK-509.2	Walnut St.	2 Standard No. 8's Flashing Light Signal	Permanently closed and vacated.



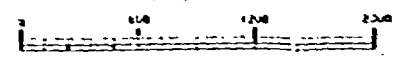
LOCATION MAP



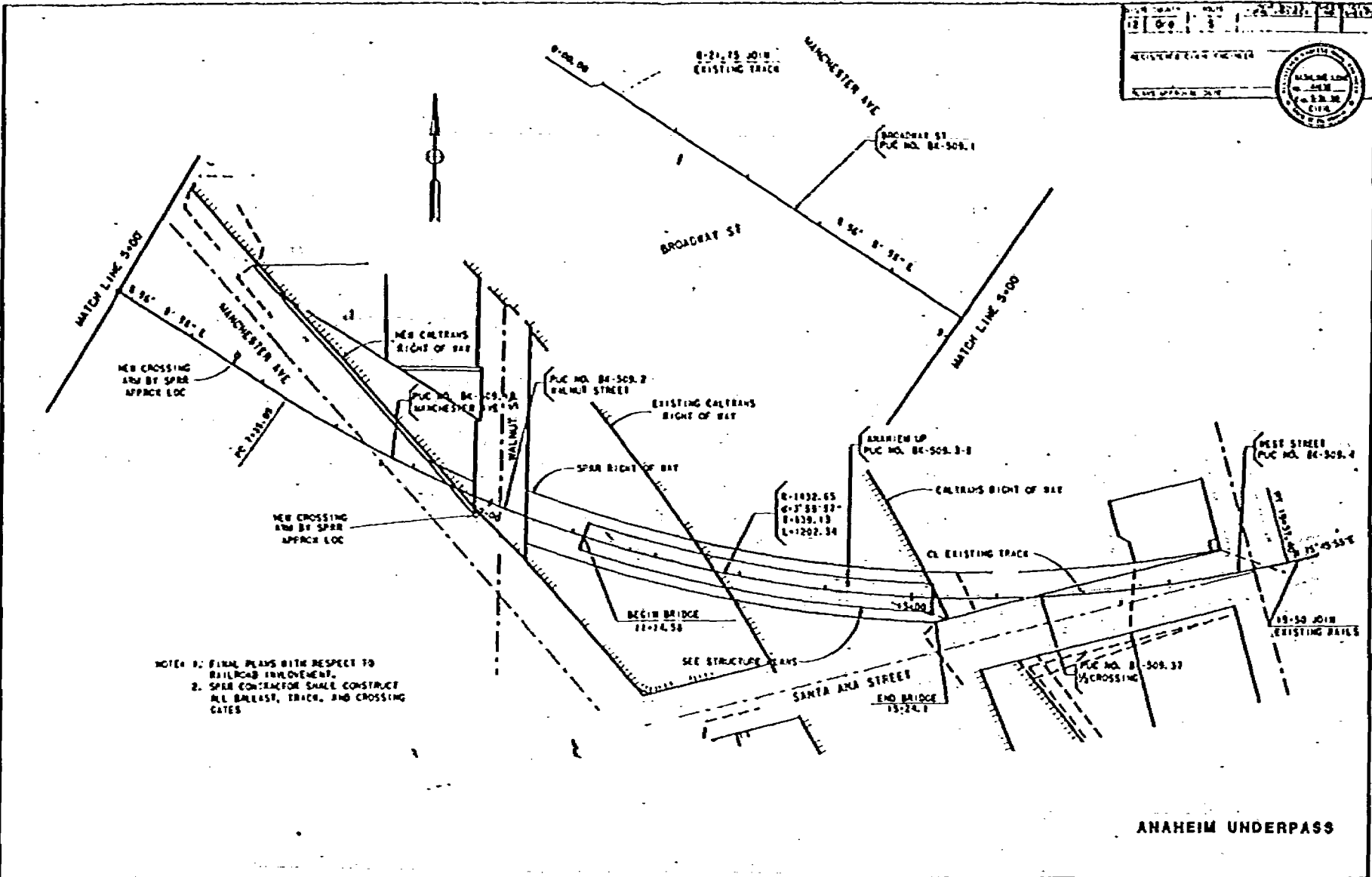
STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 12

VICINITY MAP
Proposed reconstruction at
Grade Separation No. BK-509.3-B
of the Southern Pacific Railroad Co.
on Interstate Route 5 in Anaheim

IN ORANGE COUNTY



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 PROJECT DEVELOPMENT
 CONTRACT NO. 10-10-0000
 MATCHING LINE
 CALCULATED BY [] CHECKED BY []
 DESIGNED BY [] DATE REVISED []



NOTES:
 1. FINAL PLANS WITH RESPECT TO RAILROAD INVOLVEMENT.
 2. SPBR CONTRACTOR SHALL CONSTRUCT ALL BALLAST, TRUCK, AND CROSSING GATES.

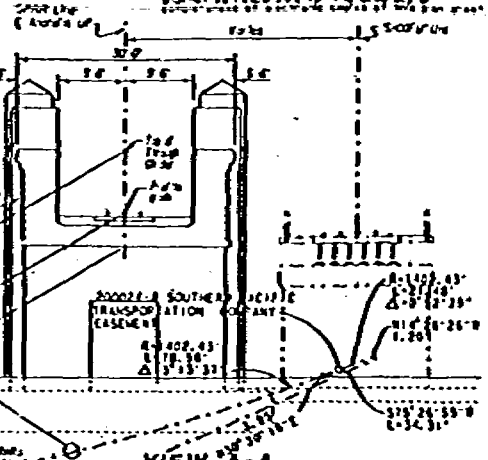
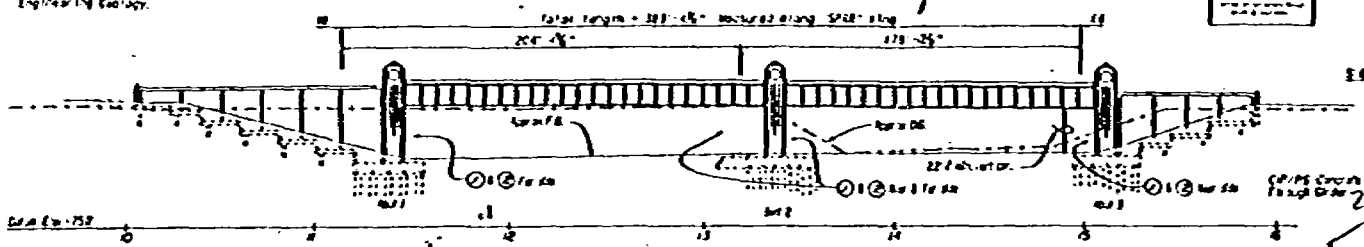
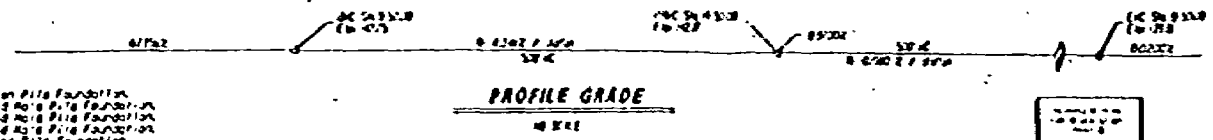
ANAHEIM UNDERPASS

- NOTE:**
- All 1 - Ref. Bilt - Driven Pile Foundation
 - All 2 - Cast in Drilled Hole Pile Foundation
 - All 3 - Cast in Drilled Hole Pile Foundation
 - All 4 - Cast in Drilled Hole Pile Foundation
 - All 5 - Ref. Bilt - Driven Pile Foundation
- Pending Recommendations from the Office of Engineering Geology.

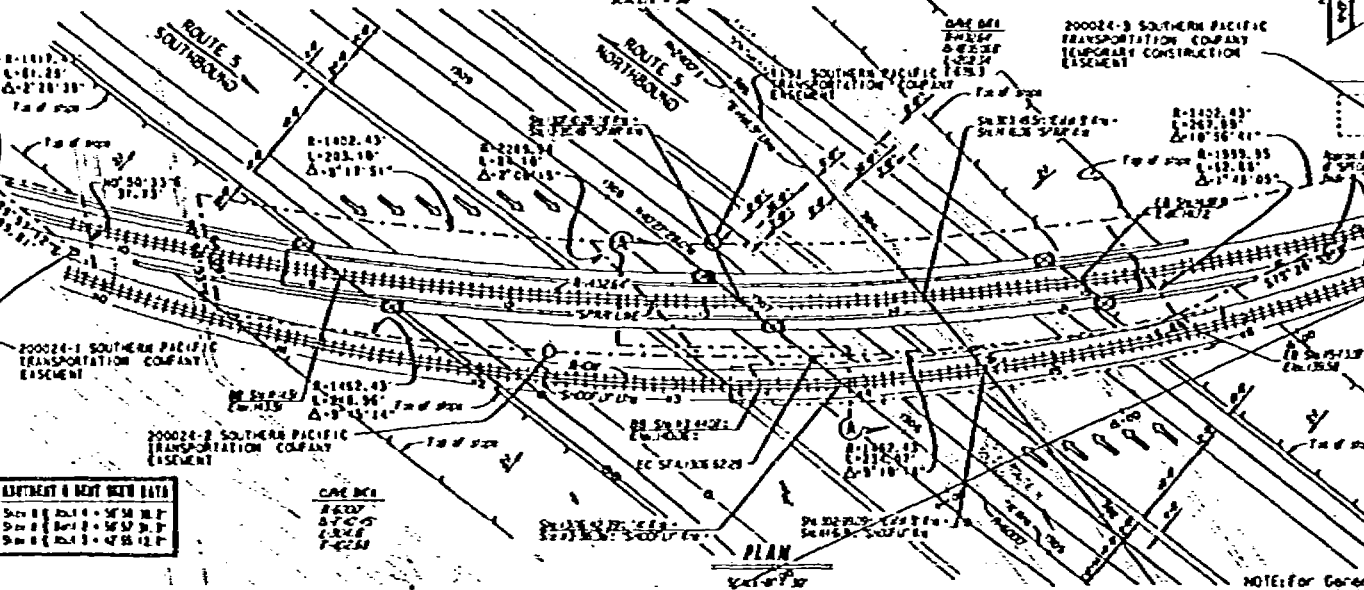
NO.	DATE	BY	REVISION
1			
2			
3			
4			



The State of California or its officers or agents shall be responsible for the accuracy of the contents of any work done by this firm.



- NOTES:**
1. For alignment to bridge at this site.
 2. Traffic will be detoured along the site.
 3. Bridge will be carried on the structure.
 4. Signs construction is not to be placed on the bridge until the structure is completed.
 5. All dimensions shown are in feet and inches.
 6. All dimensions shown are in feet and inches.
 7. All dimensions shown are in feet and inches.
 8. All dimensions shown are in feet and inches.



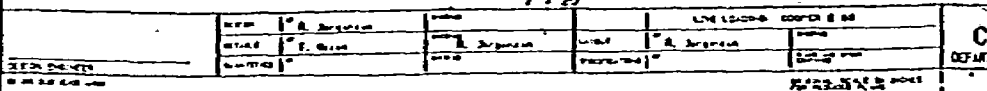
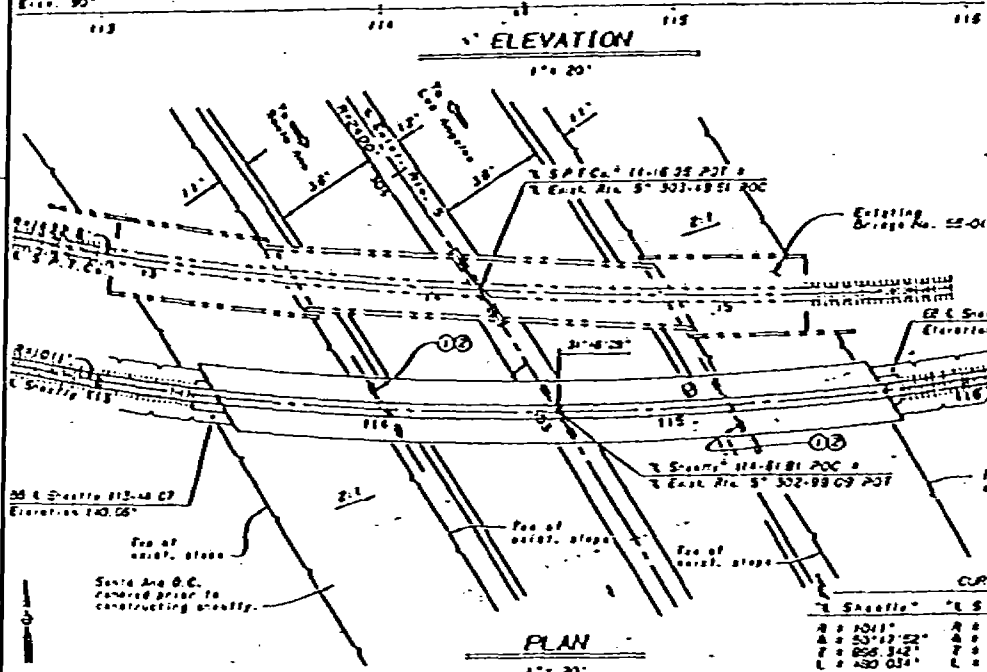
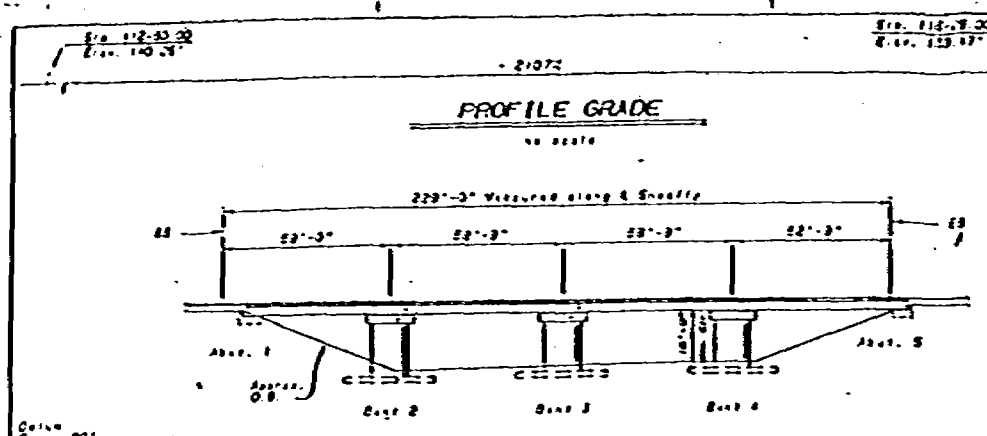
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Set 12	24.1	54.0	11.1
Set 13	24.1	54.0	11.1

CASEMENT

Case 1	24.1	54.0	11.1
Case 2	24.1	54.0	11.1
Case 3	24.1	54.0	11.1

DESIGNED BY	ENGINEER	CHECKED BY	DATE	PROJECT NO.	STATE OF CALIFORNIA	DIVISION OF STRUCTURES	STRUCTURE DESIGN NO.	PROJECT NO.	DATE
					DEPARTMENT OF TRANSPORTATION		10	58.5	
					ANAHEIM UNDERPASS				



Design Notes

- The alignment of Shoofly of the bridge is shown on the plan view. Profile will be shown on the profile view.
- The structure is to be constructed of reinforced concrete.
- The bridge will be constructed on the right side of the Shoofly.
- The structure is to be constructed on the right side of the Shoofly.
- The structure is to be constructed on the right side of the Shoofly.

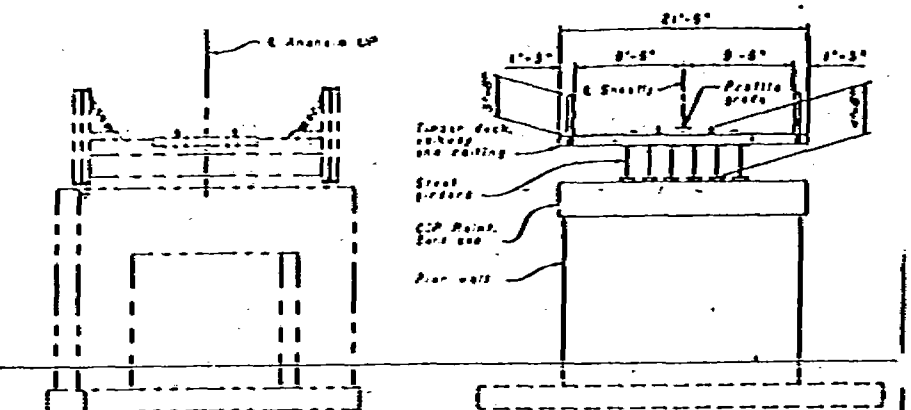
DATE	NO.	BY	CHKD.	APP'D.
12/1	1			

REGISTERED ENGINEER - CIVIL

ANGELO J. COLETTA

NO. 12345

The State of California by its officers or agents and not in response to the drawing or preparation of drawings or any part thereof.



SCALE AS SHOWN ON DRAWING

1" = 5'

LEGEND

- Point bridge name "Anheim Underpass (Shoofly)".
 - Point bridge and "SS-R/S/C".
 - Point of station vertical clearance.
- Existing structure.

Standard Plan Sheet No. 10

Detail No.

CURVE DATA

Shoofly	S.P.T.C.	East. Ato. S
A = 1011'	A = 1432.548'	A = 2400.00'
Δ = 53°17'52"	Δ = 48°05'08"	Δ = 20°34'23.3"
T = 856.342'	T = 1202.340'	T = 412.722'
L = 430.034'	L = 639.151'	L = 875.504'

DESIGNED BY	CHECKED BY	APPROVED BY	DATE	PROJECT NO.	CITY	STATE

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DIVISION OF STRUCTURES
STRUCTURE DESIGN 10

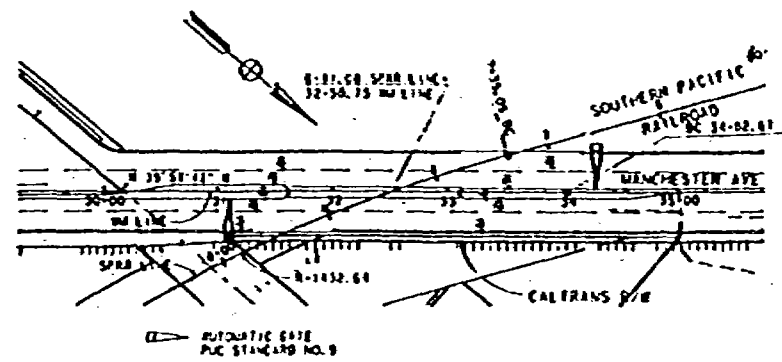
ANGEIM UNDERPASS (SHOOFLY)

NO. 10

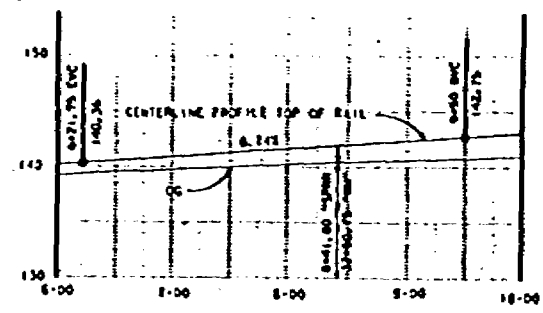
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12-01-58

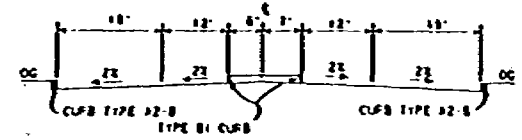
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 DISTRICT 12
 PROJECT DEVELOPMENT
 NATALINE LOWE
 CHECKED BY
 DATE REVIEWED



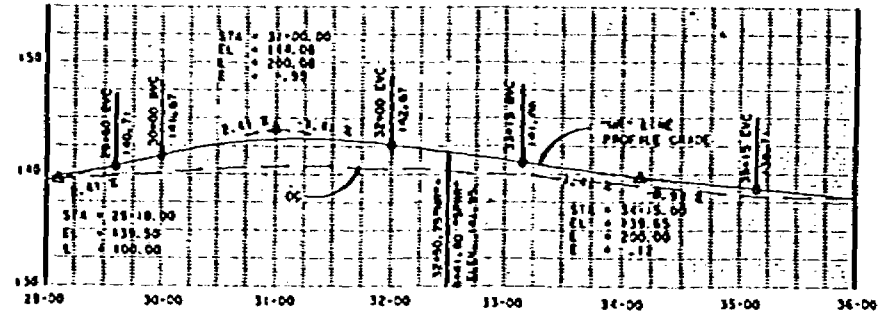
CROSSING PLAN I PUC NO. BK 509.181
SCALE 1"=50'



RAILROAD PROFILE (SPR LINES)
SCALE VERT: 1"=5'
HORIZ: 1"=50'



TYPICAL CROSS SECTION OF ROAD APPROACHES
SCALE 1"=10'



MANCHESTER PROFILE (MR LINE)
SCALE VERT: 1"=5'
HORIZ: 1"=50'

PUC SHEET
STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 12
ORA 5 PM 36.8/PH38.8