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Decision 96-12-013 December 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 Euclid St. Overhead and )  
remove Euclid St. Off-ramp & Overhead )  
over the tracks and right of way of The )  
Southern Pacific Transportation Company, )  
Located in the City of Anaheim, County )  
of Orange, State of California. )

**ORIGINAL**

Application 96-06-052  
(Filed June 28, 1996)

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 Euclid Street Overhead and remove Euclid Street Off-ramp and Overhead grade separation bridge structures over the Southern Pacific Transportation Company's (SPT) Santa Ana Branch Line in the City of Anaheim, Orange County.

The Euclid Street Overhead, which spans the I-5 Freeway and SPT's branch line tracks, was first opened to traffic in 1957. The existing Euclid Street Overhead grade separation bridge structure will be replaced with a new structure at approximately the same location as part of the I-5 widening project. In addition, the existing Euclid Street Off-ramp and Overhead grade separation bridge structure will be removed. The new Euclid Street off-ramp alignment will no longer cross SPT's right-of-way or tracks.

Caltrans proposes to widen the I-5 Freeway, currently a six lane facility, to a ten lane facility. The project involves widening the Santa Ana Freeway 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 and the safety of the reconstructed overpass, the staff recommends that the application be approved.

The application was found to be in compliance under 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.

#### Findings of Fact

1. Notice of the application was published in the Commission Daily Calendar on July 5, 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 Euclid Street Overpass

grade separation bridge structure and remove the existing Euclid Street Off-ramp and Overhead of I-5 Santa Ana Freeway over SPT's Santa Ana Branch Line in Anaheim, Orange County.

3. Reconstruction of the Euclid Street Overpass 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 Euclid Street Overpass.

5. Caltrans 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 lead agency's FEIS/EIR and Notice of Determination.

7. The widening of I-5 and reconstruction of the Euclid Street Overpass 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 Euclid Street Overpass grade separation bridge structure, identified as Crossing BK-508.3-A, and remove the existing Euclid Street Off-ramp and Overhead grade separation bridge structure, identified as Crossing BK-508.35-A, of Interstate Route 5 (I-5) Santa Ana Freeway over Southern Pacific Transportation Company's (SPT) Santa Ana Branch Line in Anaheim, Orange County as more fully indicated 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 not less than 21 feet 6 inches above top of rail and not less than 10 feet of horizontal clearance shall be authorized, and SPT shall be authorized to operate with such reduced overhead and side clearances provided that instructions are issued by the railroads and filed with the Commission's Safety and Enforcement Division forbidding employees to ride on tops of cars beneath the structure.

3. Caltrans shall notify the Commission's Safety and Enforcement Division and SPT at least 15, but not more than 30, days in advance of the date when the temporary impaired overhead and side clearances 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 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 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.

9. Application 96-06-052 is closed.

Dated DEC 9, 1996, at San Francisco, California.

P. GREGORY CONLON

President

DANIEL Wm. FESSLER

JESSIE J. KNIGHT, JR.

HENRY M. DUQUE

JOSIAH L. NEPPER

Commissioners



