

Decision 00-03-050 March 16, 2000

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: close Imperial)
 Avenue/State Route 15 Interchange in the)
 Southwest portion of the City of San Diego)
 in order that a new overhead structure over)
 the San Diego and Arizona Railway Company)
 line can be built. The project is located in the)
 City of San Diego, County of San Diego,)
 State of California.)
 _____)

Application 99-08-024
 (Filed August 11, 1999
 Amended August 18, 1999)

OPINION

State of California, Department of Transportation (Caltrans) requests authority to close the Imperial Avenue/State Route 15 Interchange in the southwest portion of the City of San Diego, and construct a vehicular overcrossing at 36th Street above the tracks of the San Diego and Arizona Eastern Railway Company's (SD&AE) Main Line by means of a grade separation, in the City of San Diego, San Diego County.

Caltrans proposes to close the Imperial Avenue/State Route 15 interchange in the southwest portion of the City of San Diego to improve the spacing between adjacent interchanges. Also proposed is the extension of 36th Street from Imperial Avenue to "K" Street. The north-south connection between Imperial Avenue and Market Street currently provided by the Imperial Avenue ramps will be replaced by extending 36th Street.

Caltrans proposes to extend 36th Street by construction of an overhead structure at the SD&AE line that runs east-west through the project area.

The proposed closure of the Imperial Avenue/State Route 15 interchange will benefit the public by providing increased spacing between interchanges. The increased interchange spacing will improve safety and reduce congestion by eliminating short weaving distances.

The proposed 36th Street extension will benefit the public by providing a replacement route for motorists traveling between Imperial Avenue and Market Street.

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. On June 28, 1996, Caltrans prepared an Initial Study and issued a Negative Declaration approving this project which determined that "The project will not have an adverse 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. The site of the proposed grade separation crossing has been inspected in the field and the proposed plans have been reviewed by the Commission's Rail Safety And Carriers Division (RSAC), Rail Crossings Engineering staff.

The application is in compliance with the Commission's filing requirements including Rule 38 of the Rules of Practice and Procedure which relate to the construction of public highways across railroad tracks. Detailed drawings of the proposed construction are included as appendices to this order.

In Resolution ALJ 176-3022 dated September 2, 1999, the Commission preliminarily categorized this application as ratesetting, and preliminarily determined that hearings were not necessary. No protests have been received. The Commission's Rail Safety And Carriers Division recommends that this application be granted. Given these developments, public hearing is not necessary, and it is not necessary to disturb the preliminary determinations made in Resolution ALJ 176-3022

This is an uncontested matter in which the decision grants the relief requested. Accordingly, pursuant to PU Code Section 311 (g) (2), the otherwise applicable 30-day period for public review and comment is being waived.

Findings of Fact

1. Notice of the Application and its Amendment were published in the Commission's Daily Calendar on August 16, 1999 and August 24, 1999 respectively. No protests have been received. A public hearing is not necessary.

2. Caltrans requests authority under Public Utilities Code Sections 1201-1205 to construct a vehicular overcrossing at 36th Street above the tracks of the San Diego and Arizona Eastern Railway Company's (SD&AE) main line by means of a grade separation, in the City of San Diego, San Diego County.

3. The construction of 36th Street grade separation is required to provide a replacement route for motorists travelling between Imperial Avenue and Market Street.

4. Public convenience, necessity, and safety require construction of the proposed vehicular overcrossing and the closure of Imperial Avenue/State Route 15 interchange.

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 Initial Study and Negative Declaration.

Conclusion of Law:

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

ORDER

IT IS ORDERED that:

1. State of California, Department of Transportation (Caltrans) is authorized to construct a vehicular overcrossing at 36th Street above the main line tracks of the San Diego and Arizona Eastern Railway Company (SD&AE), identified as Crossing No. 36D-3.77-A, in San Diego, San Diego County, at the location and substantially as shown by plans attached to the application and this order.

2. Walkways shall conform to General Order (GO) 118 and clearances shall be in accordance with GO 26-D.

3. Construction and maintenance costs shall be borne by Caltrans. A copy of the agreement approved by SD&AE shall be filed with the Commission's Rail Safety And Carriers Division prior to commencing construction.

4. Caltrans shall file final construction plans, approved by SD&AE, with the Rail Safety And Carriers Division prior to commencing construction.

5. Within 30 days after completion of the work under this order, Caltrans shall notify the Commission's Rail Safety And Carriers Division in writing that the authorized work has been completed.

6. This authorization shall expire if not exercised within three (3) 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.

7. The application is granted as set forth above.
8. Application 99-08-024 is closed.

This order becomes effective 30 days from today.

Dated March 16, 2000 at San Francisco, California.

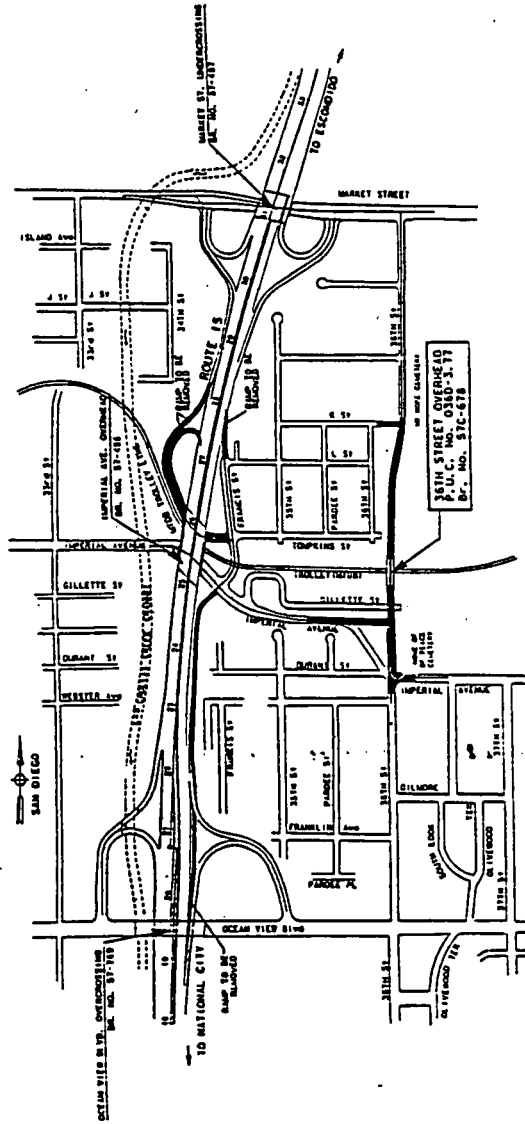
RICHARD A. BILAS
President
HENRY M. DUQUE
JOSIAH L. NEEPER
CARL W. WOOD
LORETTA M. LYNCH
Commissioners

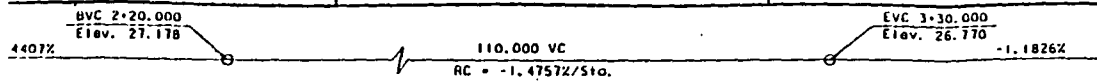
CITY	COUNTY	DATE	PROJECT	SCALE
11	30	15	0.872.1	

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

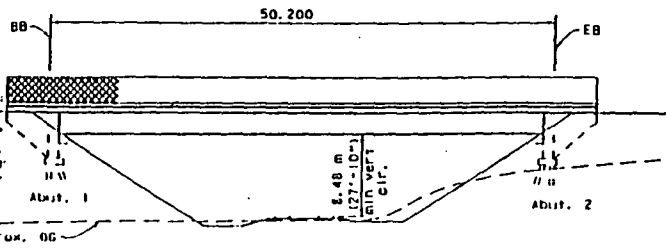
The State Engineer or his officers
do not warrant the accuracy of the
information or the propriety of the
work shown on this plan sheet.





PROFILE GRADE
No Scale

Notes
1. SEE walls not shown



- ① Point "Bridge No. 57C-0678"
- ② Point "36th Street OH"
- ③ NPS 3 Water Supply Line
- ④ 53 mm Sprinkler Control Conduit
- ⑤ 400 mm Water Line in 610 mm sleeve (City of San Diego)
- ⑥ 53 mm Conduit
- ⑦ 305 x 305 mm opening for future electrical lines (SDG&E)

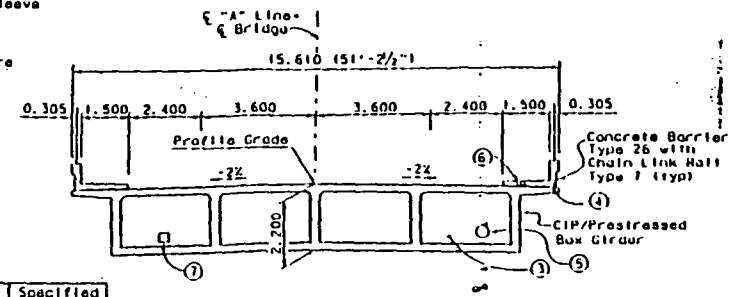


DIST.	COUNTY	ROUTE	KILOMETER POST NO.	SHEET NO.
11	SD	15	NO. B/2.9	245

Lily Sun
REGISTERED ENGINEER - CIVIL
5-12-98
10-26-98

PLANS APPROVAL DATE
The State of California or the officers or agents thereof are not responsible for the accuracy or completeness of electronic copies of this plan sheet.

PROFESSIONAL SEAL
Lily Sun
CIVIL
No. 5-12-98



TYPICAL SECTION

PILE DATA - STEEL HP PILES

Location	Design Load	Nominal Resistance		Design Tip Elev.	Specified Tip Elev.
		Compression	Tension		
Abut. 1/HP250 x 85	600 kN	1200 kN	0	3.96	3.96
Abut. 2/HP250 x 85	600 kN	1200 kN	0	11.28	11.28

INDEX TO PLANS

Sheet No.	Title
1	GENERAL PLAN
2	DECK CONTOURS
3	FOUNDATION PLAN
4	ABUTMENT LAYOUT
5	ABUTMENT DETAILS
6	TYPICAL SECTION
7	GIRDER LAYOUT
8	LOG OF TEST BORINGS

STANDARD PLANS DATED JULY 1997

A62C	LIMITS OF PAYMENT FOR EXCAVATION AND BACKFILL - BRIDGE
B0-1	BRIDGE DETAILS
B0-3	BRIDGE DETAILS
B0-5	BRIDGE DETAILS
B6-21	JOINT SEALS
B8-5	CAST-IN-PLACE PRESTRESSED GIRDER DETAILS
B7-1	BOX GIRDER DETAILS
B7-10	UTILITY OPENING - BOX GIRDER
B11-52	CHAIN LINK RAILING TYPE 7
B11-54	CONCRETE BARRIER TYPE 26
B14-3	COMMUNICATION AND SPRINKLER CONTROL CONDUIT
B14-4	WATER SUPPLY LINE (BRIDGE)
B14-5	WATER SUPPLY LINE (DETAILS)

QUANTITIES

STRUCTURE EXCAVATION (BRIDGE)	304 m ³
STRUCTURE BACKFILL (BRIDGE)	144 m ³
PERVIOUS BACKFILL MATERIAL	21 m ³
NPS 3 SUPPLY LINE (BRIDGE)	65 m
DRIVE STEEL PILE (HP 250 x 85)	644 m
PRESTRESSING CAST-IN-PLACE CONCRETE	42 EA
STRUCTURAL CONCRETE, BRIDGE FOOTING	LUMP SUM
STRUCTURAL CONCRETE, BRIDGE	41 m ³
JOINT SEAL (TYPE B - LR 30 188)	566 m ³
BAR REINFORCING STEEL (BRIDGE)	31 m
CHAIN LINK RAILING (TYPE 7)	63,700 kg
CONCRETE BARRIER (TYPE 26)	120 m
	120 m

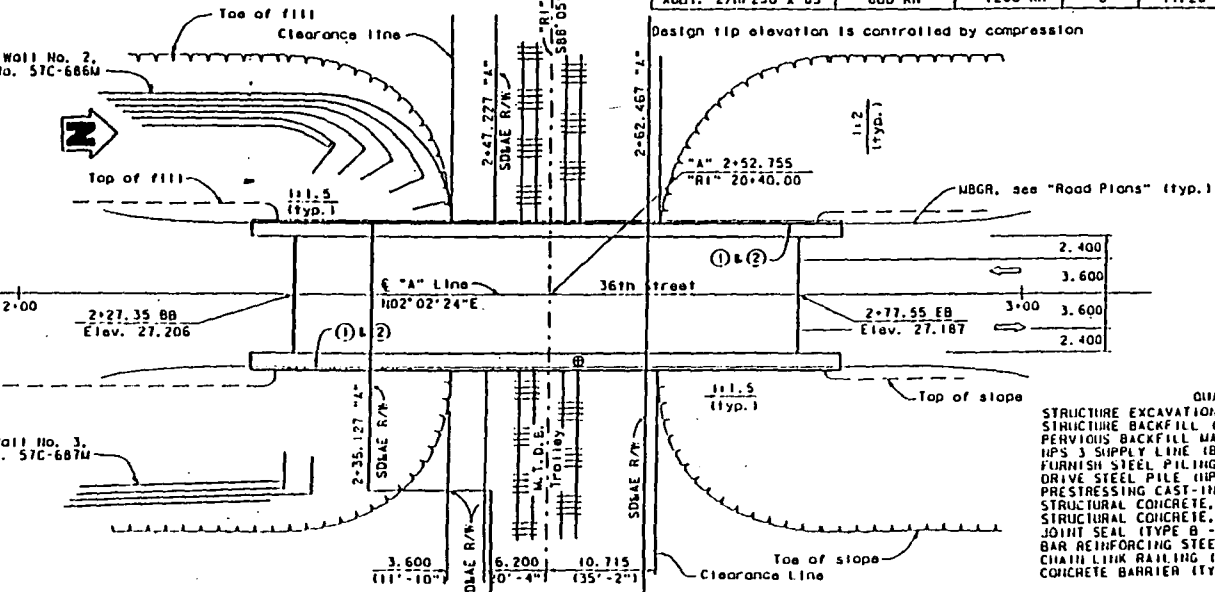
STANDARD PLAN SHEET NO.
DETAIL NO.

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

Ⓞ Point of minimum vertical clearance
For General notes see "Deck Contours" sheet.



ELEVATION



PLAN

DESIGN	Lily Sun 5-97	CHECKED	M. Rodanillo 8-97	SCALE	AS SHOWN	LIVE LOADS	HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD	STATE OF CALIFORNIA	DIVISION OF STRUCTURES	BRIDGE NO.	57C-0678	36TH STREET OVERHEAD
DRAWN	J. Fullinwider 5-97	CHECKED	M. Rodanillo 8-97	LAYOUT	Lily Sun 8-97	DESIGNER	M. Rodanillo 8-97	DEPARTMENT OF TRANSPORTATION	STRUCTURE DESIGN 5	ENCOUNTER POST	0.20	GENERAL PLAN
QUANTITIES	M. Rodanillo 8-97	CHECKED	Lily Sun 8-97	SPECIFICATIONS	Ellen Crawford	DESIGNER	Ellen Crawford					EXHIBIT