

ORIGINAL

Decision No. 38174

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the People of the State of California, on relation of the Department of Public Works, for an order authorizing abolition of crossings at grade, alteration of crossings at grade, installation of crossings at grade, and construction of crossings at separated grades, of a Naval Access Road and the tracks of the Union Pacific Railroad, Southern Pacific Railroad, and Pacific Electric Railway, on and in the vicinity of Terminal Island in the cities of Long Beach and Los Angeles, County of Los Angeles, State of California.)

) Application
) No. 26854

FRANK B. DURKEE, for Applicant

IRVING M. SMITH and JOSEPH B. LAMB, for the City of Long Beach, Interested Party

K. CHAS. BEAN, STANLEY M. LANEAM, RALPH T. DORSEY, HUGO WINTER, RAY L. CHESEBRO, by Wixon Stevens, for the City of Los Angeles, Interested Party

C. W. CORNELL, for Southern Pacific Company and Pacific Electric Railway Company, Interested Parties

EDW. C. RENWICK, for Union Pacific Railroad Company, Interested Party

CLARK, COMMISSIONER:

O P I N I O N

The Department of Public Works of the State of California has been requested and authorized by agencies of the Federal Government to undertake the construction of certain military, naval, and industrial Access Roads in the State of California with funds apportioned by the Government of the United States. In the instant proceeding the Department of Public Works is proposing to construct a highway for the purpose of providing access to the United States Navy Operating Base on Terminal Island. The proposed road has been commonly referred to as the Terminal Island Naval Access Road Project and is also known as the Terminal Island Freeway. The freeway will extend from the intersection of Henry Ford Avenue and Seaside Boulevard on Terminal Island in the City of Long Beach, in a general

northerly direction over Cerritos Channel, Anaheim Street, and Pacific Coast Highway to Sepulveda Boulevard (also known as Willow Street), a distance of approximately 3-2/3 miles. The estimated total cost of the project is \$14,000,000, of which \$10,000,000 is to be apportioned from Public Road funds set up by Congress, and \$4,000,000 from Federal Access Road funds made available for defense highway projects. The freeway will be approximately 75 feet wide and will accommodate six lanes of travel, three in each direction.

This major freeway project involves 28 crossings with railroads. It is planned to effect these rail crossings under a program which calls for the construction of certain grade separations, grade crossings, and improvement of certain existing crossings. The railroads involved are the Union Pacific Railroad Company, Southern Pacific Company, and Pacific Electric Railway Company, as well as a track owned by the Maritime Commission but operated by Pacific Electric Railway Company. These crossings are located in the cities of Long Beach and Los Angeles, Los Angeles County. In this application authority is sought to carry out the crossing program between the proposed freeway project and the railroads involved. A complete description of the various railroad crossings and their treatment will be found on the table in Appendix "A" attached hereto, all of which are shown by Exhibit 2 entered in this proceeding. Under the proposed plan all crossings with railroads will be effected by separated grades, except in the case of the on and off ramps, which will be at grade.

A public hearing was held in this proceeding on August 9, 1945, at which time the matter was submitted for determination.

All of the parties appearing signified that they did not object to the construction of the project; however, suggestions were made for different treatment of some of the grade crossings.

Most of the discussion was with respect to the grade crossings over the east end of Meado Yard of Union Pacific Railroad Company

and Southern Pacific Company's main line in the vicinity of Paul Jones Avenue and Anaheim Street. Representative of Southern Pacific Company and Pacific Electric Railway Company suggested that this off-ramp be moved westerly in order to cross over only the track of Meado Yard and intersect Anaheim Street before reaching Southern Pacific Company's track, or to separate the grades at these two locations. Witness for the Department of Public Works stated that it would have been the desire of the Department to separate grades at these two points had sufficient funds been available. It is applicant's plan to construct grade separations on the off-ramp over Union Pacific and Southern Pacific tracks in the vicinity of Anaheim Street and Paul Jones Avenue if sufficient savings can be made when contracts are let for the entire project.

In the vicinity of Hobson Street and "I" Street, where on and off ramps are proposed, it will involve crossings at grade over tracks of Pacific Electric Railway Company and Southern Pacific Company adjacent to these circular ramps. It was contended that detailed studies should be made of crossing signals and traffic signals at this location in order to reduce the potential hazard to a minimum.

At the hearing applicant amended its application to include four temporary crossings of the Union Pacific tracks in the vicinity of Henry Ford Avenue and Pennington Avenue, as authorized by Decision No. 34684 in Application No. 24481.⁽¹⁾ These crossings were authorized for the war period only as it was contemplated to abandon Pennington Avenue when the war ceased. However, in the present plan Pennington Avenue is proposed to be a permanent street for ingress and egress to the freeway.

(1) On August 17, 1945, applicant filed an amended application incorporating these crossings in the application.

The record shows that under the present street system loading from the mainland to Terminal Island via Henry Ford Avenue and Seaside Avenue, traffic movement is unsatisfactory and congested. The present low level bridge of Henry Ford Avenue over Corrites Channel and the pontoon bridge at the east end of Seaside Avenue at the entrance to Corrites Channel cause much delay due to their being opened for water-borne traffic. The new crossing over Corrites Channel will have approximately 50 foot clearance above water in the channel, which will allow all small craft to navigate without the necessity of opening the bridge.

This is one of the most comprehensive programs to be undertaken by the Department of Public Works and will, upon its completion, provide for the free flow of traffic between Terminal Island and the mainland.

After giving due consideration to the entire record in this matter I am convinced that the treatment of the crossings as set forth in the application is reasonable and will best take care of the traveling public with the least interference to train movements; however, if funds become available the crossing at the east end of the Meade Yard of Union Pacific Railroad Company and the crossing of Southern Pacific Company's tracks in the vicinity of Anaheim Street and Paul Jones Avenue should be separated. I recommend the following form of order.

O R D E R

A public hearing having been held and the matter having been submitted,

IT IS HEREBY ORDERED that the People of the State of California, on relation of the Department of Public Works, are hereby authorized to construct Terminal Island Freeway and its connecting ramps at separated grades and at grade over tracks of the Union

Pacific Railroad Company, Southern Pacific Company, and Pacific Electric Company in the harbor areas of the cities of Los Angeles and Long Beach, Los Angeles County, at the locations described in Appendix "A" attached hereto and made a part hereof, and as shown on Exhibit 2 filed in this proceeding, subject to the following conditions:

- (1) The crossings shall be identified as shown on said Appendix "A."
- (2) The entire expense of constructing and relocating the crossings shall be borne by applicant.
- (3) The cost of maintenance of those portions of said crossings at grade outside of lines two (2) feet outside of the outside rails shall be borne by applicant. The maintenance of those portions of said crossings at grade between lines two (2) feet outside of the outside rails shall be borne by the respective railroad companies involved.
- (4) The cost of maintenance of said grade separations shall be borne by applicant, except, however, the tracks and appurtenances thereto, shall be borne by the respective railroads.
- (5) Said crossings at grade shall be protected as shown by said Appendix "A." The cost of installation of said protection shall be borne by applicant and its maintenance thereafter shall be borne by the respective railroad companies involved.
- (6) Prior to the installation of grade crossing protection required herein, applicant shall file with this Commission for approval plans of said crossing protection and its track circuits.
- (7) Applicant shall, within thirty (30) days thereafter, notify this Commission in writing of the completion of the installation of said crossings and of its compliance with the conditions hereof.
- (8) The authorization herein granted shall lapse and become void if not exercised within two (2) years from the date hereof, unless further time is granted by subsequent order.
- (9) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance, and protection of said crossings as to it may seem right and proper, and to revoke its permission if, in its judgment, public convenience and necessity demand such action.

The effective date of this order shall be twenty (20) days from the date hereof.

The foregoing Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 26th day of August, 1945.

Harold Palmer
Justice F. Coe
Richard Lachs

W. H. Lawrence
Commissioners

Appendix A

Application No. 26854

Crossings authorized herein
and their type and protection

Exhibit #	Location	Railroad	Type of Crossing	Assigned Crossing Number	Required Protection	Width of Roadway	Number of Tracks
A	Union Pacific		Tracks to be removed	-	-	-	1
B	Union Pacific		" "	-	-	-	1
C	Union Pacific		Separation	3A-23.39-AC	-	2-35'	
D	Union Pacific		" "	3A-23.39-AC	-	2-35'	3 Spurs
E	Union Pacific		" "	3A-23.39-AC	-	2-35'	
F	Pacific Electric		Grade Crossing	6LDC 5.20	2-#8	48'	2 M.L.
G	Union Pacific		" "	3A-22.42	2-#8	54'	1 M.L.
H	Union Pacific		" "	3A-23.52-C	2-#1	48'	1 Spur
I	Union Pacific		" "	3A-23.46	2-#8	48'	1 M.L., 1 Sp.
J	Union Pacific		" "	3A-23.35-C	1-#8	24'	1 Spur
K	Union Pacific		" "	3A-23.35-C	1-#8	24'	1 Spur
L	Union Pacific		Separation	3A-23.23-AC	-	2-35'	3 Sdg.
M	Union Pacific		Revise Grade Crossing	3A-22.45	Relocate 2-#8.	48'	1 M.L.
N	Union Pacific		Separation	3A-22.29-AC	-	2-35'	4 Sdg.
O	Union Pacific		Tracks to be relocated	-	-	-	1 Spur
P	Union Pacific		Grade Crossing	3A-22.95-C	1-#1	24'	1 Spur
Q	Union Pacific		" "	3A-22.98-C	1-#8	24'	1 Sdg.
R	Southern Pacific		" "	BH-502.7	1-#8	24'	1 M.L.
S	Union Pacific		Separation	3A-22.7-AC	-	1-25'+1-26'	6 Sdg.
T	Southern Pacific		Grade Crossing	BH-502.46	2-#8	48'	1 M.L.
U	Pacific Electric		" "	6LD-2.78	2-#8	48'	1 M.L.
V	Pacific Electric		Separation	6LD-2.81-A	-	1-25'+1-26'	1 M.L.
W	Southern Pacific		" "	BH-502.42-A	-	1-25'+1-26'	1 M.L.
X	Pacific Electric		Grade Crossing	6LD-2.97	2-#8	20'	1 M.L.
Y	Southern Pacific		" "	BH-502.24	2-#8	20'	1 M.L.
Z	Union Pacific		Separation	3A-21.03-A	-	2-36'	1 M.L.
A-A	Union Pacific		" "	3A-21.07-AC	-	2-36'	2 Sdg.
B-B	Union Pacific		Grade Crossing	3A-21.04-C	2-#1	24'	2 Sdg.
-	Union Pacific		" "	3A-22.06	2-#8		1 M.L.
-	Union Pacific		" "	3A-22.40	2-#8		1 M.L.
-	Union Pacific		" "	3A-22.31-C	2-#8		1 Spur
-	Union Pacific		" "	3A-22.45	2-#8		1 M.L.

* NOTE #1 = Standard No. 1 crossing sign (G.O. 75-B)
#8 = Standard No. 8 flashlight signals (G.O. 75-B)