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ORIGINAL

Decision No. 82660

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of the CITY OF LOS ANGELES, a
municipal corporation, re the
construction of structures
separating the grade crossings of
MISSION ROAD and GRIFFIN AVENUE
and the El Paso Line and railroad
tracks of the Southern Pacific
Company in the City of Los Angeles
(Crossings Nos. B-483.7 and B-483.5).

Application No. 50611
(Filed October 10, 1968)

O P I N I O N

The city of Los Angeles requests authority to construct two grade separations over the tracks of the Southern Pacific Transportation Company (SP), close and abandon seven grade crossings, construct shoofly, construct three temporary crossings across shoofly, and lower tracks as shown on revised print of Exhibit "A" dated February 20, 1974. The city's application was held in abeyance for several years at the request of the city because of financing, design, and agreement details. SP has advised it is agreeable to the issuance of an ex parte order authorizing the proposed project specifically conditioned on such order apportioning cost in accordance with an agreement to be entered into between the parties; that applicant obtain an allocation from the Grade Separation Funds currently available; and that SP approve construction plans and details. No protests have been received.

Findings and Conclusions

The request is in the public interest and should be granted. The city of Los Angeles should be authorized to do the following work substantially as shown on revised print, Exhibit "A", dated February 20, 1974 and submitted with the city's letter of March 4, 1974.

1. Construct shoofly.
2. Construct three temporary crossings across shoofly as follows:

| <u>Location and Crossing No.</u> | <u>Width of Crossing</u> | <u>Type (GO-72-B or Superior)</u> | <u>Grades of Approach Not Greater Than</u> | <u>Protection (GO-75-C)</u> |
|----------------------------------|--------------------------|-----------------------------------|--|-----------------------------|
| San Pablo Street (B-484.01) | 40' | 2 | 2% | 2 Std. No. 9 |
| Mission Road Detour (B-483.71) | 50' | 2 | 1% | 2 Std. No. 9 |
| Griffin Avenue (B-483.51) | 50' | 2 | 1% | 2 Std. No. 9 |

3. Construct two grade separations as follows:

Mission Road (Crossing No. B-483.7-A)
Griffin Avenue (Crossing No. B-483.5-A)

4. Lower tracks.

5. Close and physically remove the following crossings:

Workman Street (Crossing No. B-483.3)
Sichel Street (Crossing No. B-483.4)
Griffin Avenue (Crossing No. B-483.5)
Johnston Avenue (Crossing No. B-483.6)
Hancock Street (Crossing No. B-483.65)
Alhambra Avenue (Crossing No. B-483.65-C)
Mission Road-Eastlake Avenue (Crossing No. B-483.7)

6. Upon completion of the city's project, the temporary crossings across the shoofly at San Pablo Street (Crossing No. B-484.01), Mission Road Detour (Crossing No. B-483.71) and Griffin Avenue (Crossing No. B-483.51) should be abandoned and physically removed.

7. The priority list of grade separation projects or alterations for the year 1974 as set forth in Decision No. 82267 shows this project as Priority 19.

8. Clearances, including any curbs, should conform to General Order No. 26-D. Walkways adjacent to the railroad tracks should conform to General Order No. 118 and should be maintained free of obstruction and should promptly be restored to their original condition in the event of damage during construction.

9. Construction and maintenance costs of the project 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 said project approved by SP should be filed with the Commission prior to commencing construction. Should the parties fail to agree, the Commission will apportion the cost of construction and maintenance of the project by further order.

10. Applicant is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended, and the final Environmental Impact Statement for this project was approved and adopted by the Federal Highway Administration on May 18, 1973, by the Department of Transportation on May 30, 1973, and by the City Council on November 12, 1973. The Commission has considered the Environmental Impact Report in rendering its decision on this project.

11. A public hearing is not necessary.

O R D E R

IT IS ORDERED that:

1. The application is granted conditioned on the findings and conclusions set forth above and that applicant obtains an allocation from current Grade Separation Fund.

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 above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

3. The Secretary of the Commission shall file a Notice of Determination with the Secretary for Resources and with the planning agencies of any city, county, or city and county, which will be affected by the project.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 2nd
day of APRIL, 1974.

Verion L. Sturgeon
President
William Sproule

[Signature]
[Signature]
Commissioners

I abstain

Robert J. [Signature], Commissioner