

T/RRT/sc

Decision 88 08 048 AUG 24 1988

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 LOS ANGELES COUNTY TRANSPORTATION )  
 COMMISSION )  
 for an order authorizing the construc- )  
 tion of two light rail vehicle tracks )  
 at grade at each of the following )  
 locations: 24th Street, 41st Street, )  
 Vernon Avenue, 48th Place and 55th )  
 Avenue; the relocation of one rail )  
 track at grade at 24th Street; the )  
 alteration of a three track crossing )  
 at grade to a two track crossing at )  
 grade at 41st Street; the relocation )  
 of two rail tracks at grade at Vernon )  
 Avenue, 48th Avenue, and 55th Avenue; )  
 and the closure of existing crossings )  
 at 20th Street and at Martin Luther )  
 King Boulevard, all in the City of )  
 Los Angeles, California. )

Application 86-12-022  
 (Filed December 12, 1986;  
 Amended November 12, 1987)

INTERIM OPINION

As part of the project to construct a light rail transit (LRT) system, the Los Angeles County Transportation Commission (LACTC) requests authority to construct two light rail vehicle (LRV) tracks on the Southern Pacific Transportation Company's (SPT) Wilmington Branch Line right-of-way, at grade across 20th Street, 24th Street, 41st Street, Vernon Avenue, 48th Place and 55th Street; close the existing crossing of Martin Luther King Boulevard (Santa Barbara Avenue); and to alter and relocate two of SPT's tracks at grade in Los Angeles, Los Angeles County, as set forth in the appendix.

By letter dated March 25, 1988, SPT concurred with the City of Los Angeles request to keep open 20th Street and 48th Place as reflected in LACTC's Amended Application of November 12, 1987. Although all participating parties to Application (A.) 86-12-022

are generally in agreement with the proposed construction as outlined in both the text and plans attached to the application, the City and the railroad are not in agreement as to the need to install traffic signals at 55th Street to regulate vehicular traffic approaching the crossing.

Pending the resolution of the need to install traffic signals at 55th Street and the adjacent and parallel roadways of Long Beach Avenue East and West, we will issue an interim order granting all of the requested authority including the installation of automatic crossing protection at 55th Street in order that the project will not be unduly delayed. A final order will be issued regarding the need to install traffic signals at 55th Street at such time as this matter is resolved.

The Long Beach-Los Angeles Rail Transit project is part of an on-going transit development process in which the Long Beach-Los Angeles Corridor and thirteen other corridors have been identified as candidates for transit improvements. The project is being planned as a conventional LRT system from downtown Los Angeles to downtown Long Beach to serve between 54,000 and 76,000 passengers per day. A variety of impacts were identified, both beneficial and adverse. Mitigation measures will either eliminate or reduce the severity of the adverse impacts to acceptable levels.

LACTC is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources Code Sections 21000, et seq. After preparation and review of an Environmental Impact Report (EIR), LACTC approved the project. On March 29, 1985, a Notice of Determination was filed with the Secretary for Resources and with the Los Angeles County Clerk which found that "The Project will have a significant effect on the environment." A Statement of Overriding Considerations was adopted for the project.

The Commission is a responsible agency for this project under CEQA and has reviewed and considered the lead agency's EIR.

The site of the project has been inspected by the Commission staff, who has also reviewed the proposed crossing improvement plans. Pertinent portions of the plans have been incorporated in the appendix attached to this order. The staff recommends that LACTC be granted an Interim Order, pending resolution of the 55th Street traffic signal matter.

LACTC has met the filing requirements of the Commission's Rules of Practice and Procedure including Rule 40, which relates to the construction of a railroad track across a public highway.

LACTC wishes to commence construction of this portion of its LRT system at the earliest possible date. It is therefore requested that the usual 30-day effective date on an order be waived. We will make our order effective immediately.

Notices of the application and its amendment were published in the Commission's Daily Calendar on December 17, 1986 and November 16, 1987, respectively. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. LACTC requests authority under Public Utilities Code Sections 1201-1205 to construct two LRV tracks and relocate two tracks on SPT's Wilmington Branch Line right-of-way, at grade across 20th Street, 24th Street, 41st Street, Vernon Avenue, 48th Place and 55th Street and the closure of Martin Luther King Boulevard (Santa Barbara Avenue) in Los Angeles, Los Angeles County.

2. Construction of the two LRV tracks and relocation of the existing SPT tracks at grade across six public highways are essential elements in construction of the LRV system.

3. Public convenience and necessity require construction of the tracks at grade across the six public highways, relocation of the existing SPT tracks and the closure of one existing crossing.

4. Public safety requires that protection at the crossings be automatic gate-type signals (General Order (GO) 75-C), with additional provisions as set forth in the appendix.

5. Pending resolution of the need for traffic signals at 55th Street and Long Beach Avenue East and West, by further order of the Commission, the safety needs of the 55th Street crossing may be met by the installation of automatic crossing protection and boulevard traffic stop signs.

6. LACTC is the lead agency for this project under CEQA, as amended.

7. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's EIR.

8. The Long Beach-Los Angeles Rail Transit Project will have a significant impact on the environment; however, mitigation measures will either eliminate or reduce the severity of the adverse impacts to acceptable levels.

9. A Statement of Overriding Considerations was adopted for the project.

#### Conclusions of Law

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

2. The usual 30-day effective date on an order should be waived as LACTC wishes to commence construction of the project at the earliest possible date.

INTERIM ORDER

IT IS ORDERED that:

1. The Los Angeles County Transportation Commission (LACTC) is authorized to construct two LRV tracks on the acquired right-of-way of the Southern Pacific Transportation Company's (SPT) Wilmington Branch Line and to relocate two SPT tracks at grade across 20th Street, 24th Street, 41st Street, Vernon Avenue, 48th Place, 55th Street and to close Martin Luther King Boulevard (Santa Barbara Avenue) in Los Angeles, Los Angeles County, at the location and substantially as shown on the plans attached to the application and as set forth in the appendix.

2. Construction of the crossings shall be equal or superior to Standard No. 1 of GO 72-B.

3. Clearances shall conform to GO 26-D. Walkways shall conform to GO 118.

4. Protection at the crossings shall be as set forth in the appendix.

5. Traffic signals at 20th Street, 24th Street, 41st Street, Vernon Avenue and 48th Place adjacent intersections to the crossings shall be preempted and actuated by the approach of on-rail vehicles of LACTC, SPT, or any other railroad type vehicle.

6. The need to install traffic signals at the intersections of Long Beach Boulevard West and East at 55th Street shall be resolved by further order of the Commission.

7. Upon completion of construction of the LRV tracks, relocation of the two SPT tracks at six crossings and restoration of vehicular traffic to normal mode of operation, the existing Martin Luther King Boulevard (Santa Barbara Avenue), identified as Crossing BBH-486.00, shall be closed and physically removed.

8. Construction and maintenance costs shall be borne in accordance with an agreement which has been entered into between the parties. A copy of the agreement has been filed with the Commission.

9. Within 30 days after completion of the work under this order, LACTC shall notify the Commission in writing that the authorized work has been completed.

10. 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 require.

11. The application is granted as set forth above.

This order is effective today.

Dated AUG 24 1988, at San Francisco, California

STANLEY W. HULETT  
President

DONALD VIAL  
FREDERICK R. DUDA  
G. MITCHELL WILK  
JOHN B. OHANIAN  
Commissioners

I CERTIFY THAT THIS DECISION  
WAS APPROVED BY THE ABOVE  
COMMISSIONERS TODAY.



Victor Weissor, Executive Director

pp

## A P P E N D I X

As part of the project to construct a light rail transit system, the Los Angeles County Transportation Commission (LACTC) proposes to construct, alter and relocate grade crossings of its tracks and those of Southern Pacific Transportation Company's (SPT) Wilmington Branch Line in Los Angeles, Los Angeles County, as shown on plans attached to the application and more particularly as set forth below:

1. Alteration of the 20th Street Crossing, presently SPT Crossing BBH-485.39, by altering and relocating the existing two SPT tracks into one track to include two LACTC tracks, to be also identified as Crossing 84L-3.18. Protection at the crossing shall be two Standard No. 9 automatic gate-type signals (GO 75-C) with additional flashing lights for Long Beach Avenue (east and west). Crossing BBH-485.50-C with SPT tracks 2 and 3 crosses Long Beach Avenue and 20th Street nearby.

2. Alteration of the 24th Street Crossing, presently SPT Crossing BBH-485.64, by altering and relocating the existing two SPT tracks into one track to include two LACTC tracks, to be also identified as Crossing 84L-3.4. Protection at the crossing shall be two Standard No. 9 automatic gate-type signals and two No. 8-A automatic signals with cantilevers (GO 75-C)\* with additional flashing lights for Long Beach Avenue (east and west) and for pedestrians.

3. Martin Luther King Boulevard (Santa Barbara Avenue) Crossing BBH-486.00 shall be closed and physically removed upon completion of the six crossings and restoration of vehicular traffic to normal operations in the area.

4. Alteration of the 41st Street Crossing, presently SPT Crossing BBH-486.13, by altering and relocating the existing three SPT tracks into two tracks to include two LACTC tracks, to be also identified as Crossing 84L-3.9. Protection at the crossing shall be two Standard No. 9 automatic gate-type signals and two No. 8-A automatic signals with cantilevers (GO 75-C)\* with additional flashing lights for Long Beach Avenue (east and west) and for pedestrians.

5. Alteration of the Vernon Avenue Crossing, presently SPT Crossing BBH-486.42, by relocating the existing SPT track to include two LACTC tracks, to be also identified as Crossing 84L-4.2. Protection at the crossing shall be two Standard No. 9 automatic gate-type signals and two No. 8-A automatic signals with cantilevers (GO 75-C)\* with additional flashing lights for Long Beach Avenue (east and west) and for pedestrians.

In addition, light-rail vehicle operation over this crossing shall conform to the following conditions:

Unless there is installed on tracks approaching the crossing control circuits of sufficient length to operate the automatic crossing warning devices for a period of time of 20 to 30 seconds prior to light-rail vehicles reaching the crossing while traveling at maximum track speed throughout the approach; design of controls and operation shall be as follows:

a. Notwithstanding the provisions of Section 7 of General Order No. 75-C, light-rail vehicles when approaching the crossing, shall be governed by a train control system incorporating cab signals on board the light-rail vehicle that operate in such a manner that should a light-rail vehicle operator fail to maintain the speed within the limits displayed by the cab signals; after appropriate warning, there automatically will be an application of the light-rail vehicle brakes which will not release until the light-rail vehicle is brought to a stop.

b. The train control circuits and apparatus shall be designed and constructed so that speed reduction indications will be displayed on the cab signals at appropriate intervals to permit the light-rail vehicle operator to bring the light-rail vehicle to a safe stop before reaching the grade crossing. Any automatic application of the light-rail vehicle brakes resulting from a cab-signal violation or other cause shall result in the light-rail vehicle being brought to a stop under all conditions before reaching the grade crossing and:

c. The control circuits of the automatic crossing protection devices shall further be designed and constructed so that should there be any failure of controls or any failure of a light-rail vehicle to stop for any reason before reaching the crossing, the crossing warning devices shall operate for a minimum period of time of twelve (12) seconds before any light-rail vehicle can reach the grade crossing and:

d. Applicant's operating rules issued to its light-rail vehicle operators shall clearly state that light-rail vehicle operation over the crossing prior to the crossing warning devices operating for a minimum period of time of 20 to 30 seconds is prohibited and a violation of this order of the Commission.

6. Alteration of the 48th Place Crossing, presently SPT Crossing BBH-486.73, by relocating the existing SPT tracks to include two LACTC tracks, to be also identified as Crossing 84L-4.5. Protection at the crossing shall be two Standard No. 9



automatic gate-type signals and two No. 8-A automatic signals with cantilevers (GO 75-C)\* with additional flashing lights for Long Beach Avenue (east and west) and for pedestrians.

7. Alteration of the 55th Street Crossing, presently SPT Crossing BBH-487.17, by altering and relocating the existing SPT tracks to include two LACTC tracks, to be identified as Crossing 84L-5.0. Protection at the crossing shall be two Standard No. 9 automatic gate-type signals and two Standard No. 8-A automatic flashing light signals with cantilevers (GO 75-C)\* with additional flashing lights for Long Beach Avenue (east and west) for pedestrians. The matter as to the need for installing traffic signals at this crossing shall be left open until such a time as the Commission issues a final order in Application 86-12-022.

\*Because of the limited space (right-of-way), standard installation of No. 9-A automatic gate-type signals with cantilevers was not feasible, therefore a No. 9 automatic gate-type signal was installed on the right shoulder, augmented by a No. 8-A automatic flashing light signal with cantilever placed on the left shoulder to provide the equivalent level of protection as a Standard No. 9-A automatic gate-type signal with cantilever.

**THE NEXT**

13

**DOCUMENTS ARE**

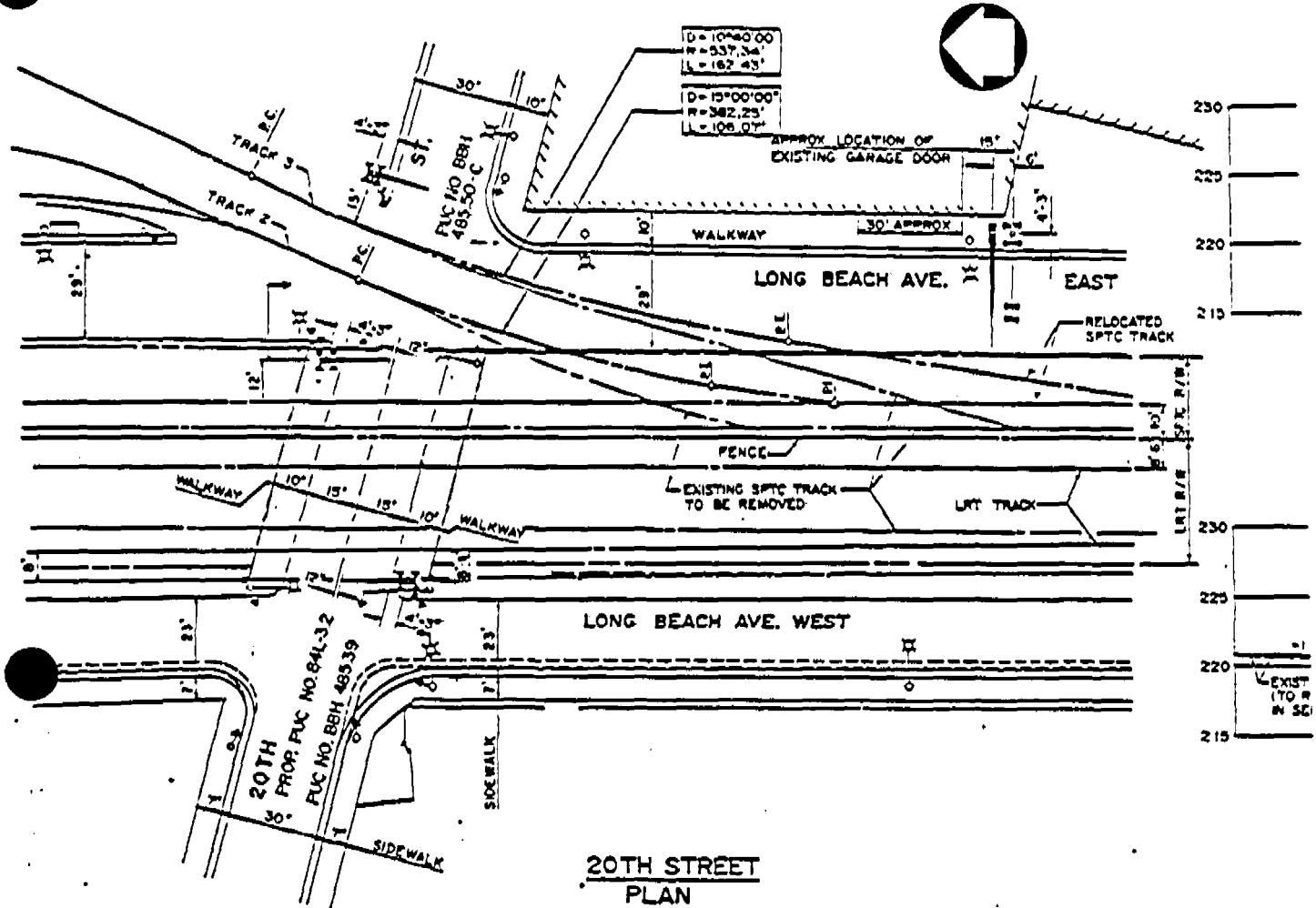
**POOR ORIGINALS**

*MICROFILMING SERVICES*

*will not assume responsibility*

*for the image quality*



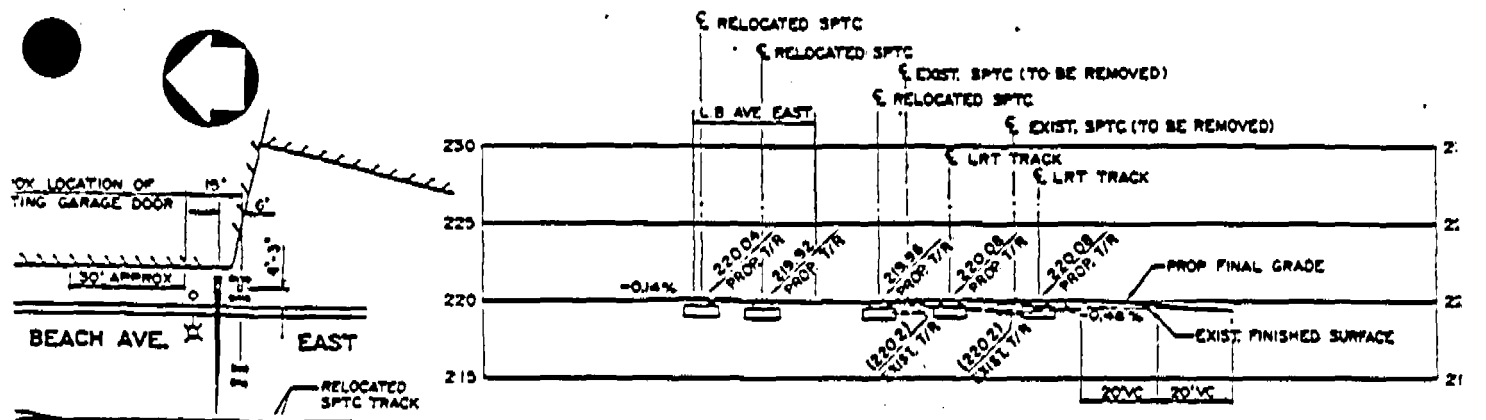


20TH STREET  
PLAN

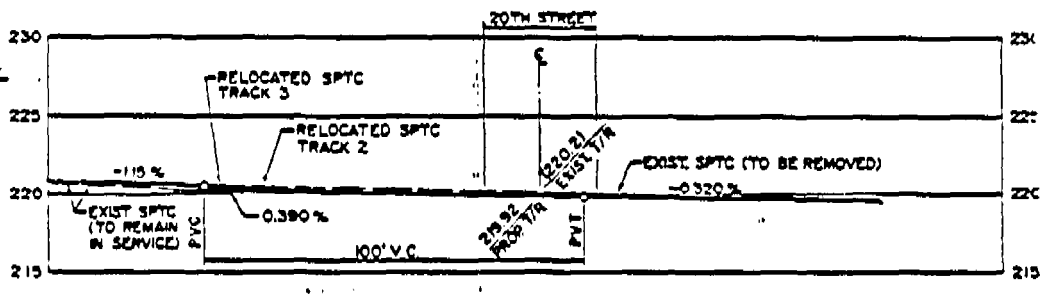
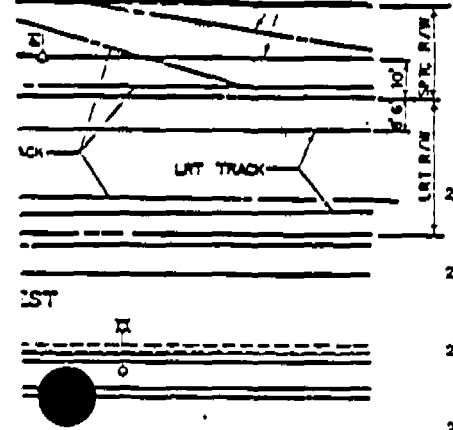
**LEGEND**

- CPUC STANDARD NO. 9
- CPUC STANDARD NO. 9-A
- STREET LIGHT
- TRAFFIC SIGNAL
- EXISTING BUILDING
- FINAL CUTTER
- FINAL CURB
- EXISTING GUTTER TO BE REMOVED
- EXISTING CURB TO BE REMOVED

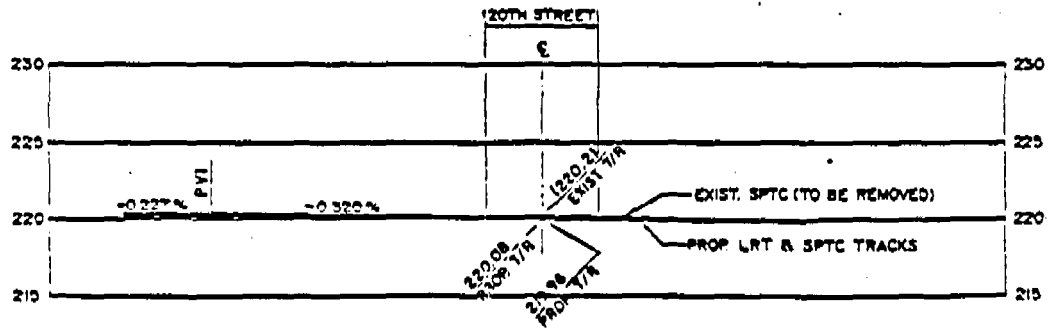
DATE: _____ SCALE: _____	DESIGNED BY: _____ DRAWN BY: _____ CHECKED BY: _____ APPROVED BY: _____ DATE: _____	<p><b>LOS ANGELES COUNTY TRANSPORTATION</b> The Long Beach-Los Angeles Rail Trans</p>	<p><b>Southern California Rail Consultants</b></p> APPROVED: _____ DATE: _____
-----------------------------	---	---	---



HIGHWAY PROFILE  
20TH STREET



RAILROAD PROFILE  
TRACKS 2 & 3



RAILROAD PROFILE  
LRT & SPTC TRACKS

OCT 02 1987



EXHIBIT B

LOS ANGELES COUNTY TRANSPORTATION COMMISSION  
The Long Beach-Los Angeles Rail Transit Project

**ENGINEER**  
Southern California Rail Consultants

**CONSULTANT**  
Southern California Rail Consultants

APPROVED BY: \_\_\_\_\_

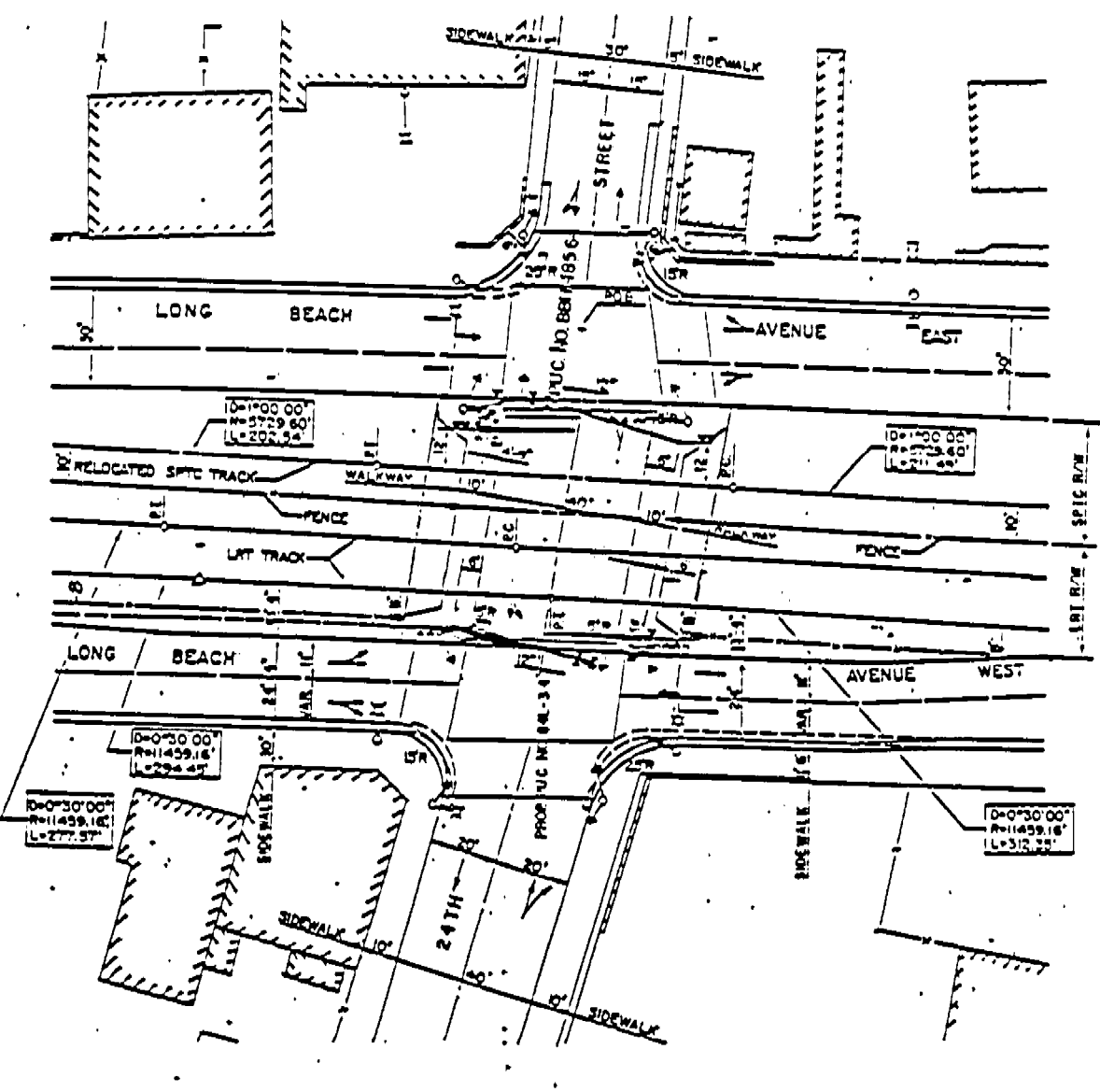
PROPOSED SPTC TRACK RELOCATION AND CONSTRUCTION OF LACTC LRT TRACK GRADE CROSSING AT 20TH STREET

C.P.U.C. CROSSING NOS. BBH 485.39 & BBH 485.50-C  
D.O.T. CROSSING No. 747831B, PROP. LACTC CROSSING No. 84L-3.2  
CITY OF LOS ANGELES

CONTRACT NO. \_\_\_\_\_  
DRAWING NO. **2**

REV. \_\_\_\_\_ SHEET NO. \_\_\_\_\_

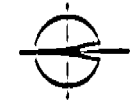
SCALE \_\_\_\_\_



**LEGEND**

- CPUC STANDARD NO. 8-A (MODIFIED)
- CPUC STANDARD NO. 9 WITH EXTENSION ARM
- TRAFFIC SIGNAL
- STREET LIGHT
- FINAL GUTTER
- FINAL CURB
- EXISTING GUTTER TO BE REMOVED
- EXISTING CURB TO BE REMOVED

**24TH STREET  
PLAN**



NO.	DATE	DESCRIPTION	BY	CHKD.
1	12-10-85	DESIGNED ORIGINAL LOCATION SPIC TRACK	WLM	
2	12-10-85	FINAL DESIGN DEVELOPED, MODIFIED AND ADDED BY THE NEW AND OLD	WLM	

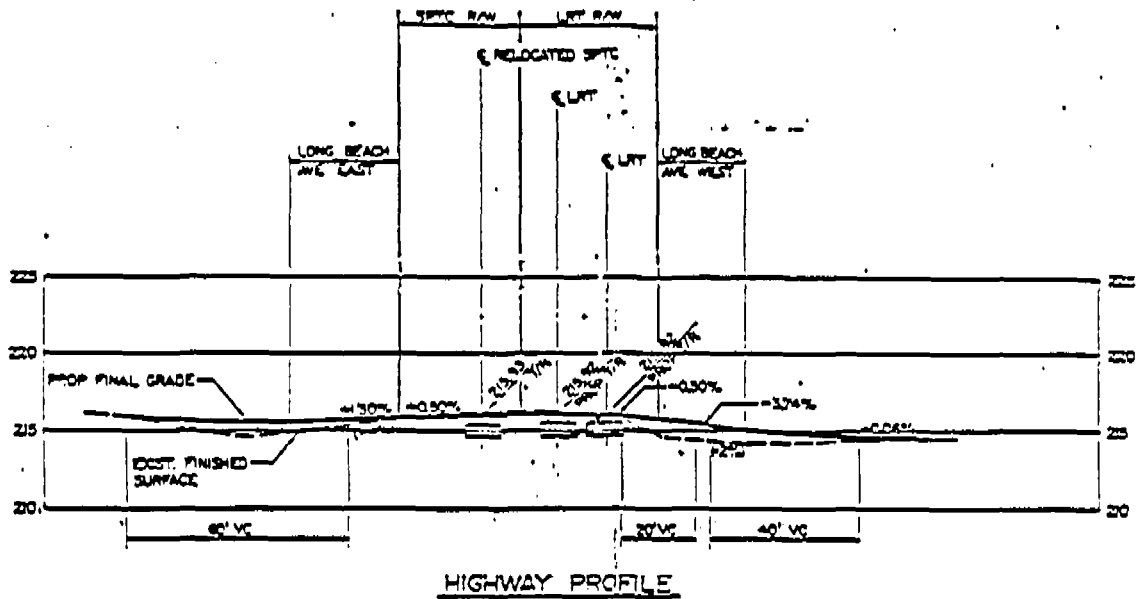
DESIGNED BY	WLM
CHECKED BY	[Signature]
APPROVED BY	[Signature]
DATE	12-10-85

**LOS ANGELES COUNTY TRANSP**  
The Long Beach-Los Angeles

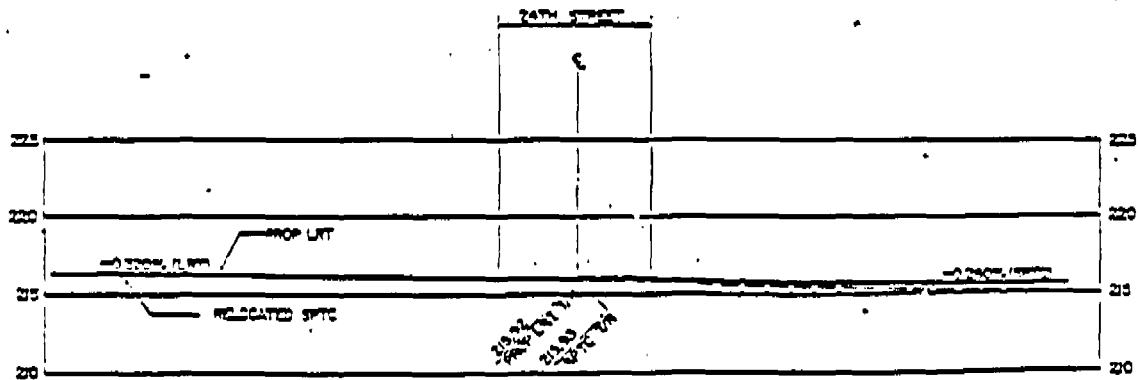
**INTERCHANGE**  
Southern California Rail Constructors

ISSUED BY: [Signature]

SCALE: [Blank]



HIGHWAY PROFILE



RAILROAD PROFILE

STING GUTTER TO BE REMOVED  
EXISTING CURB TO BE REMOVED

SLOUGH WALL

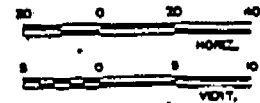
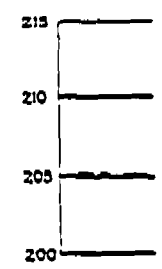
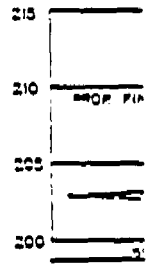
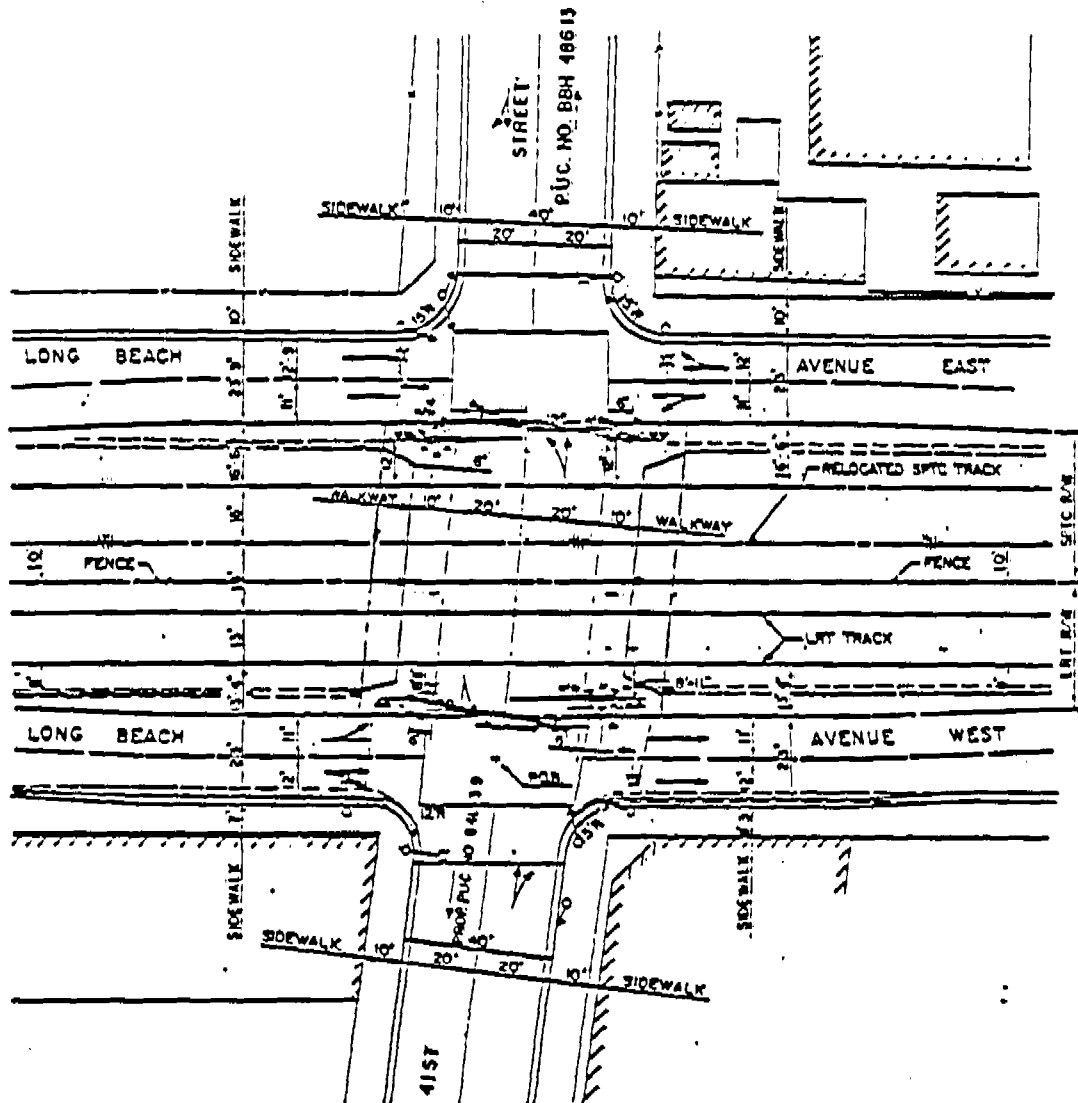


EXHIBIT B

<p>LOS ANGELES COUNTY TRANSPORTATION COMMISSION The Long Beach-Los Angeles Rail Transit Project</p> <p>DESIGNED BY: [Signature] SOUTHERN CALIFORNIA RAIL CONSULTANTS</p> <p>APPROVED: [Signature] SOUTHERN CALIFORNIA RAIL CONSULTANTS</p>	<p>PROPOSED SPTC TRACK RELOCATION AND CONSTRUCTION OF LACTE LRT TRACK GRADE CROSSING AT 24 TH STREET C.P.L.C. CROSSING NO. 83H 483.64, D.O.T. CROSSING NO. 747833P PROPOSED LACTE CROSSING NO. 84L-3.4 CITY OF LOS ANGELES</p>	<p>CONTRACT NO. DRAWING NO. REV. SHEET NO. SCALE</p>
--	--	--



**LEGEND**

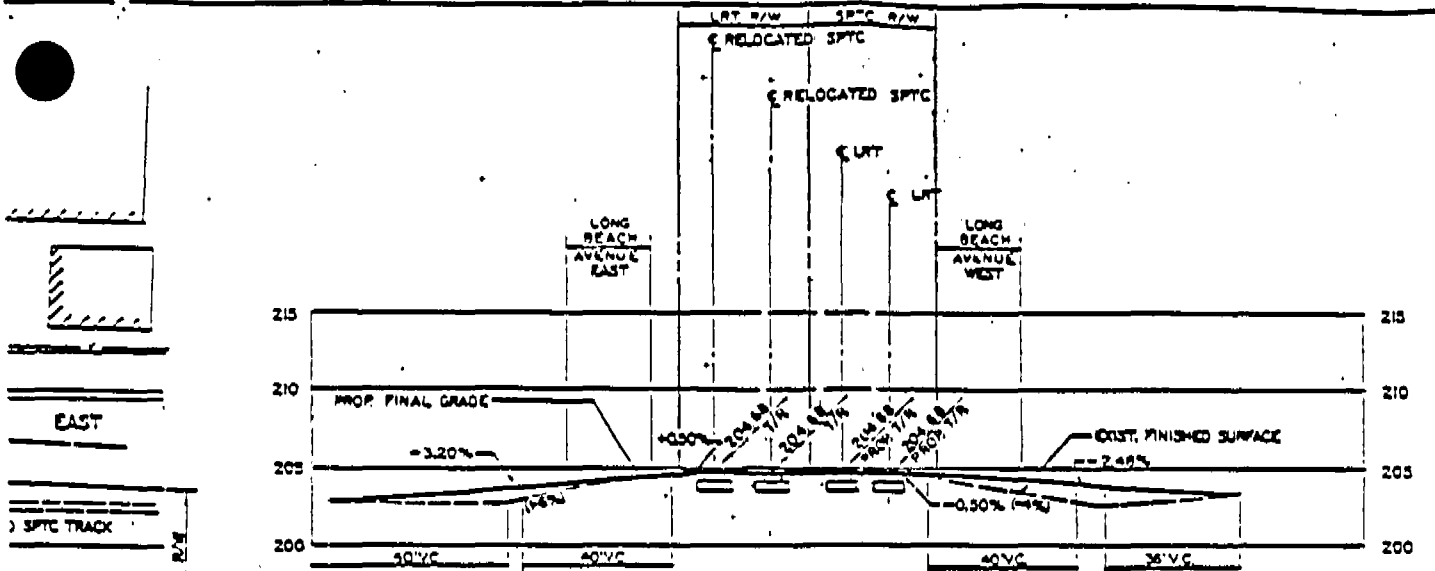
- CPUC STANDARD NO. 8-A (MODIFIED)
- CPUC STANDARD NO. 9 WITH EXTENSION ARM
- STREET LIGHT
- TRAFFIC SIGNAL
- EXISTING BUILDING
- FINAL GUTTER
- FINAL CURB
- EXISTING GUTTER TO BE REMOVED
- EXISTING CURB TO BE REMOVED

**41ST STREET  
PLAN**

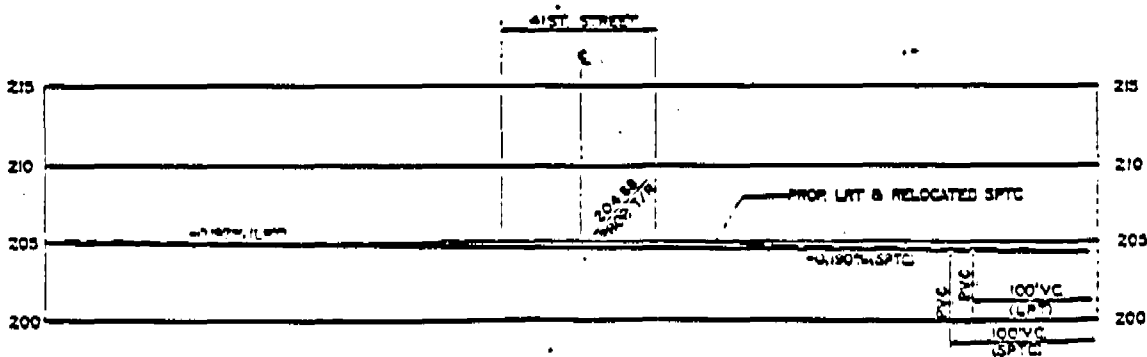


REVISIONS NO. DATE BY DESCRIPTION	CHECKED BY: [Signature] DATE: [Date]	DESIGNED BY: [Signature] DATE: [Date]	LOS ANGELES COUNTY TRANS The Long Beach-Los Angeles SPTC DIV Southern California Rail Constructors
	APPROVED BY: [Signature] DATE: [Date]	APPROVED BY: [Signature] DATE: [Date]	





HIGHWAY PROFILE



RAILROAD PROFILE

EXISTING GUTTER TO BE REMOVED  
 EXISTING CURBS TO BE REMOVED

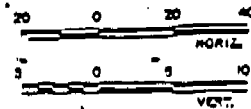
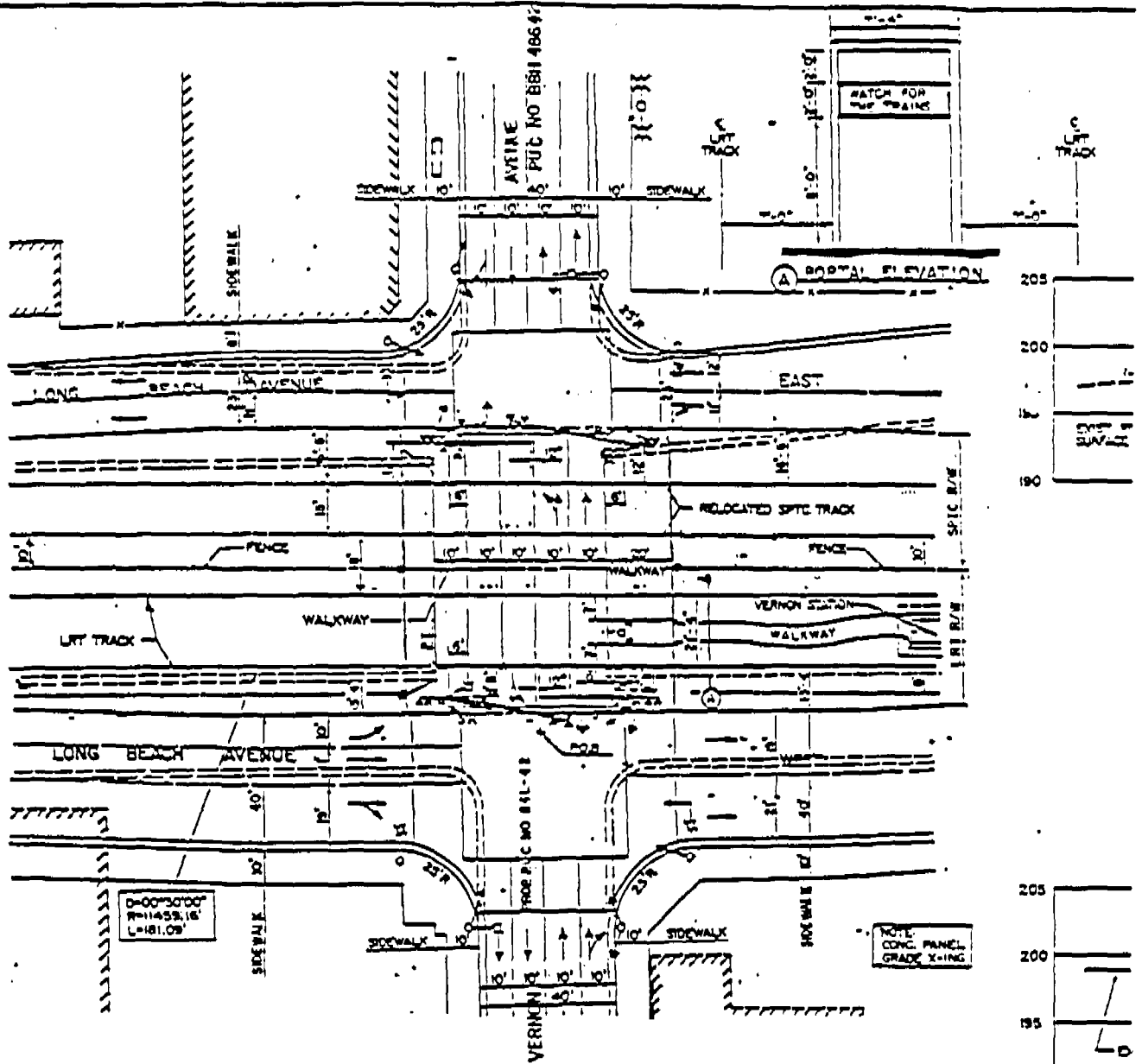


EXHIBIT B

<p><b>LOS ANGELES COUNTY TRANSPORTATION COMMISSION</b>          The Long Beach-Los Angeles Rail Transit Project</p>	<p><b>PROPOSED SPTC TRACK RELOCATION AND CONSTRUCTION OF LACTC LRT TRACK GRADE CROSSING AT 41ST STREET.</b></p>	<p>CONTRACT NO.          DRAWING NO.</p>
<p>Southern California Rail Consultants          APPROVED:</p>	<p>Southern California Rail Consultants          APPROVED:</p>	<p>CPLC CROSSING No 88H 486.03, DQC CROSSING No. 747800D          PROPOSED LACTC CROSSING NO. 84L-3.9          CITY OF LOS ANGELES</p>



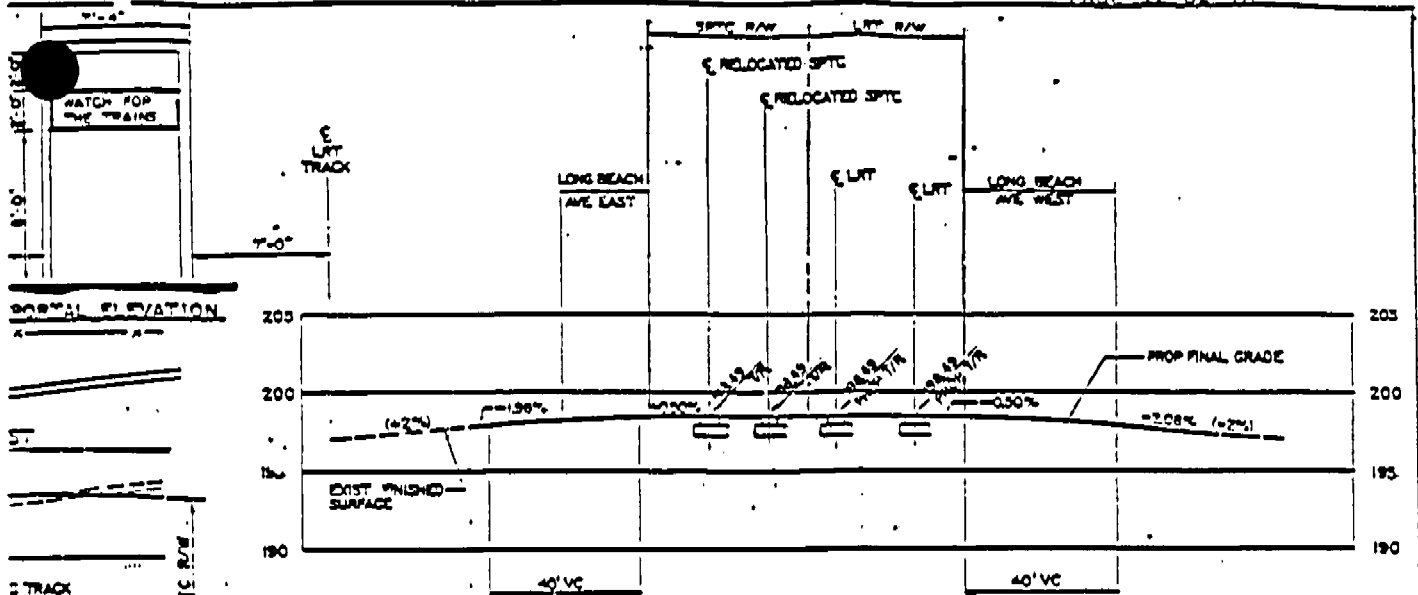
**LEGEND**

- CPUC STANDARD NO. 8-A (MODIFIED)
- CPUC STANDARD NO. 9 WITH EXTENSION ARM
- MAST ARM TRAFFIC SIGNAL
- TRAFFIC SIGNAL
- EXISTING BUILDING

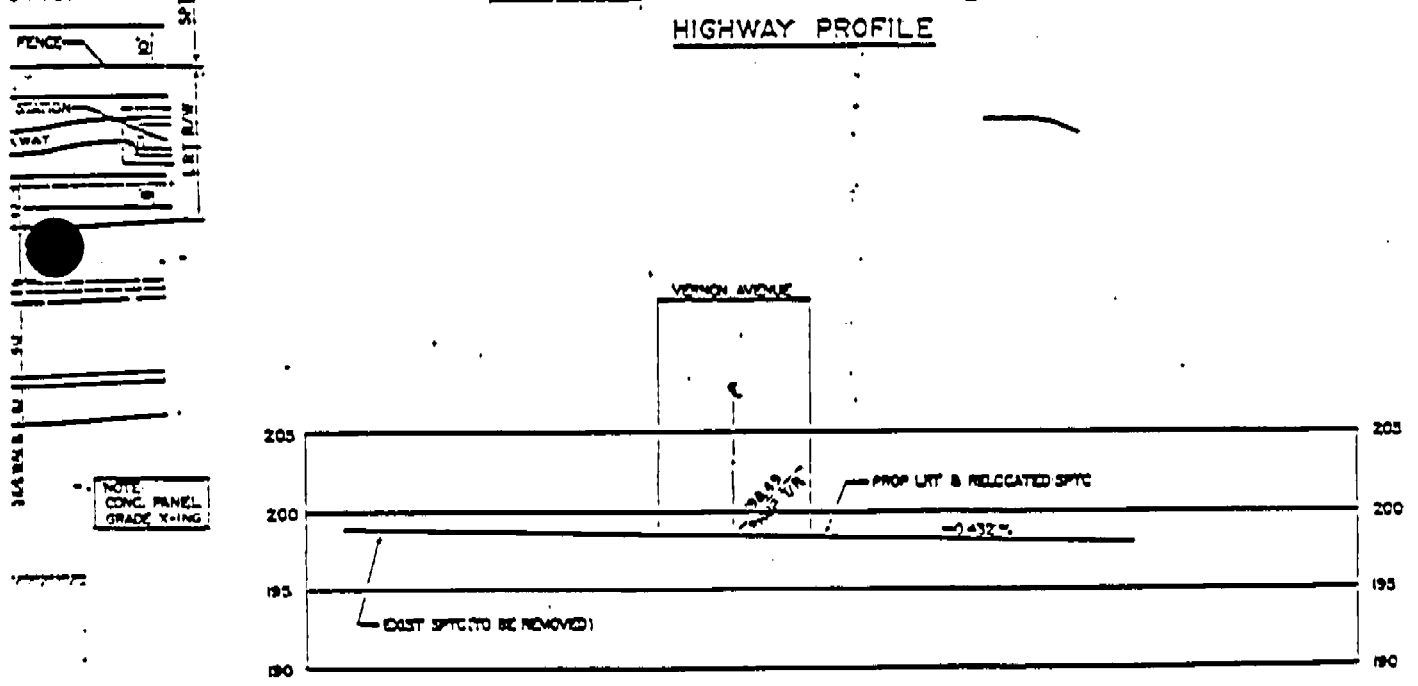
**VERNON AVENUE PLAN**

- STREET LIGHT
- FINAL GUTTER
- FINAL CURVE
- EXISTING GUTTER TO BE REMOVED
- EXISTING CURVE TO BE REMOVED

<p><b>REVISIONS</b></p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>REVISIONS</td> <td></td> </tr> <tr> <td>2</td> <td>REVISIONS</td> <td></td> </tr> <tr> <td>3</td> <td>REVISIONS</td> <td></td> </tr> <tr> <td>4</td> <td>REVISIONS</td> <td></td> </tr> <tr> <td>5</td> <td>REVISIONS</td> <td></td> </tr> <tr> <td>6</td> <td>REVISIONS</td> <td></td> </tr> <tr> <td>7</td> <td>REVISIONS</td> <td></td> </tr> <tr> <td>8</td> <td>REVISIONS</td> <td></td> </tr> <tr> <td>9</td> <td>REVISIONS</td> <td></td> </tr> <tr> <td>10</td> <td>REVISIONS</td> <td></td> </tr> </tbody> </table>	NO.	DESCRIPTION	DATE	1	REVISIONS		2	REVISIONS		3	REVISIONS		4	REVISIONS		5	REVISIONS		6	REVISIONS		7	REVISIONS		8	REVISIONS		9	REVISIONS		10	REVISIONS		<p><b>APPROVED BY</b></p> <p>DESIGNED BY</p> <p>CHECKED BY</p> <p>APPROVED BY</p> <p>DATE</p>	<p><b>LOS ANGELES COUNTY TRAN</b> The Long Beach-Los Angeles</p> <p><b>ENGINEER</b></p> <p><b>Southern California Rail Constructors</b></p> <p>REVISIONS</p>
NO.	DESCRIPTION	DATE																																	
1	REVISIONS																																		
2	REVISIONS																																		
3	REVISIONS																																		
4	REVISIONS																																		
5	REVISIONS																																		
6	REVISIONS																																		
7	REVISIONS																																		
8	REVISIONS																																		
9	REVISIONS																																		
10	REVISIONS																																		



HIGHWAY PROFILE



RAILROAD PROFILE

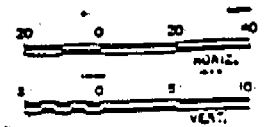
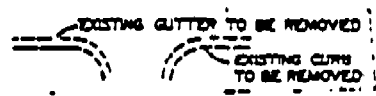
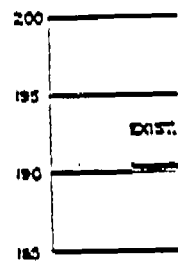
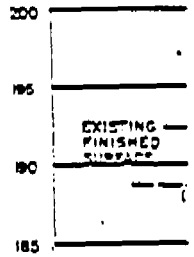
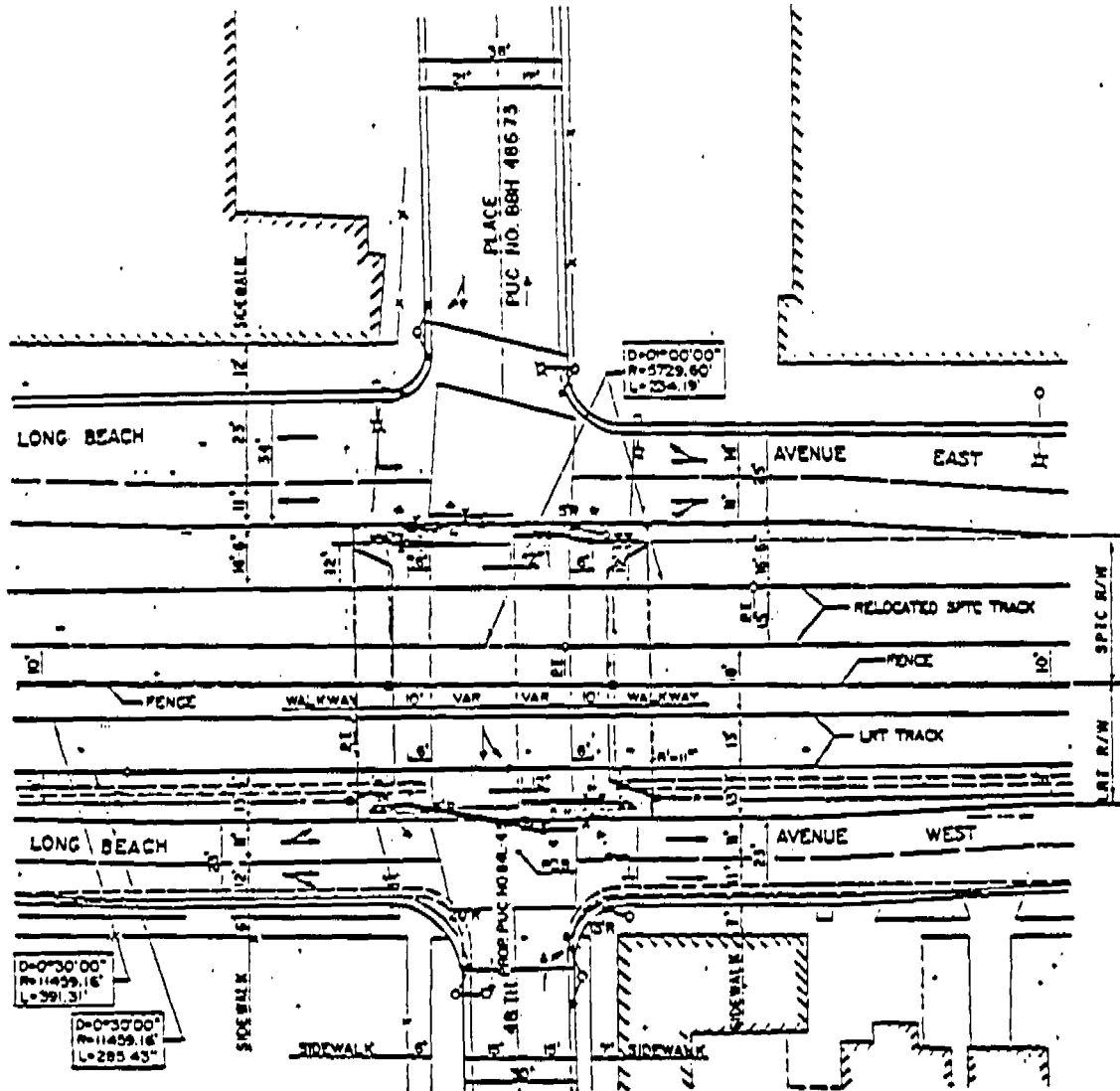


EXHIBIT 6

<p>LOS ANGELES COUNTY TRANSPORTATION COMMISSION The Long Beach-Los Angeles Rail Transit Project</p>	<p>PROPOSED SPTC TRACK RELOCATION AND CONSTRUCTION OF LACTC LRT TRACK GRADE CROSSING AT VERNON AVENUE CPUC CROSSING No. 88H 486-42, DOT CROSSING No. 747836K PROPOSED LACTC CROSSING NO. 84L-4.2 CITY OF LOS ANGELES</p>	<p>CONTRACT NO. OR DRAWING NO.</p>
		<p>REV. SHEET NO.</p>
<p>APPROVED:</p>	<p>APPROVED:</p>	<p>REVISIONS</p>



**LEGEND**

- CPUC STANDARD NO. 8-A (MODIFIED)
- CPUC STANDARD NO. 9 WITH EXTENSION ARM
- MAST ARM TRAFFIC SIGNAL
- TRAFFIC SIGNAL

**48TH PLACE PLAN**

- STREET LIGHT
- FINAL GUTTER
- FINAL CURB
- EXISTING BUILDING
- EXISTING GUTTER TO BE REMOVED
- EXISTING CURB TO BE REMOVED

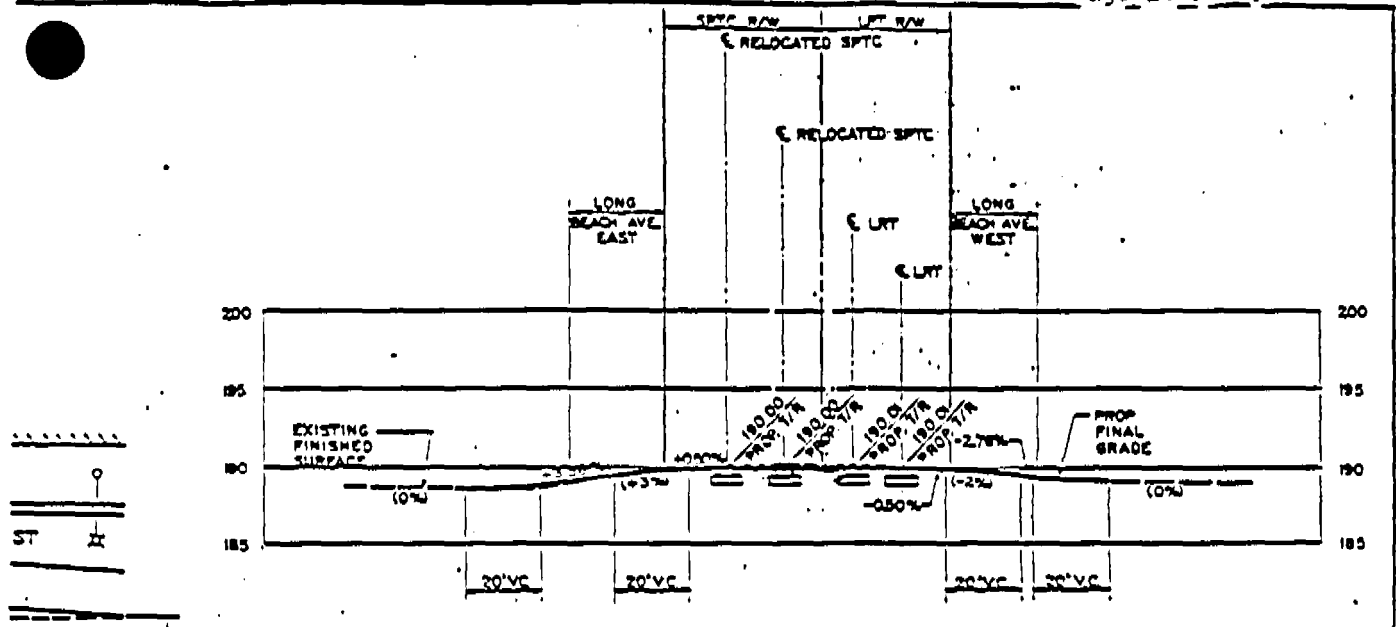
<p>APPROVED BY: _____</p> <p>DATE: _____</p>		<p>DESIGNED BY: _____</p> <p>DATE: _____</p>		<p>CHECKED BY: _____</p> <p>DATE: _____</p>	
<p>APPROVED BY: _____</p> <p>DATE: _____</p>		<p>DESIGNED BY: _____</p> <p>DATE: _____</p>		<p>CHECKED BY: _____</p> <p>DATE: _____</p>	

**LOS ANGELES COUNTY TRANSPORTATION**  
The Long Beach-Los Angeles F

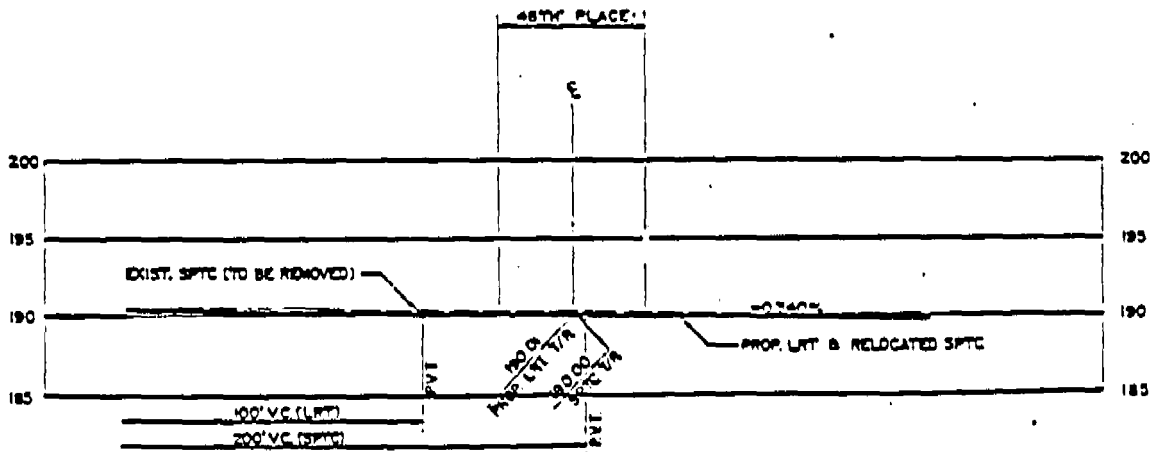
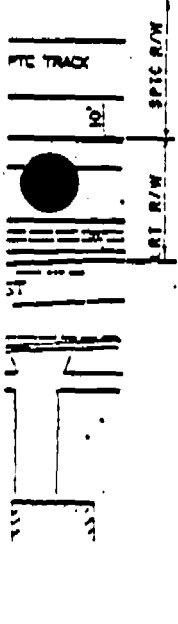
**Southern California Rail Consultants**

APPROVED: \_\_\_\_\_

DATE: \_\_\_\_\_



HIGHWAY PROFILE



RAILROAD PROFILE

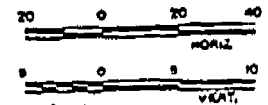
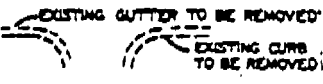
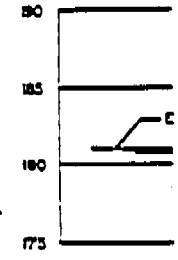
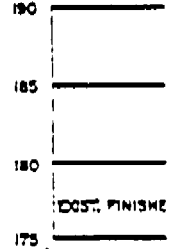
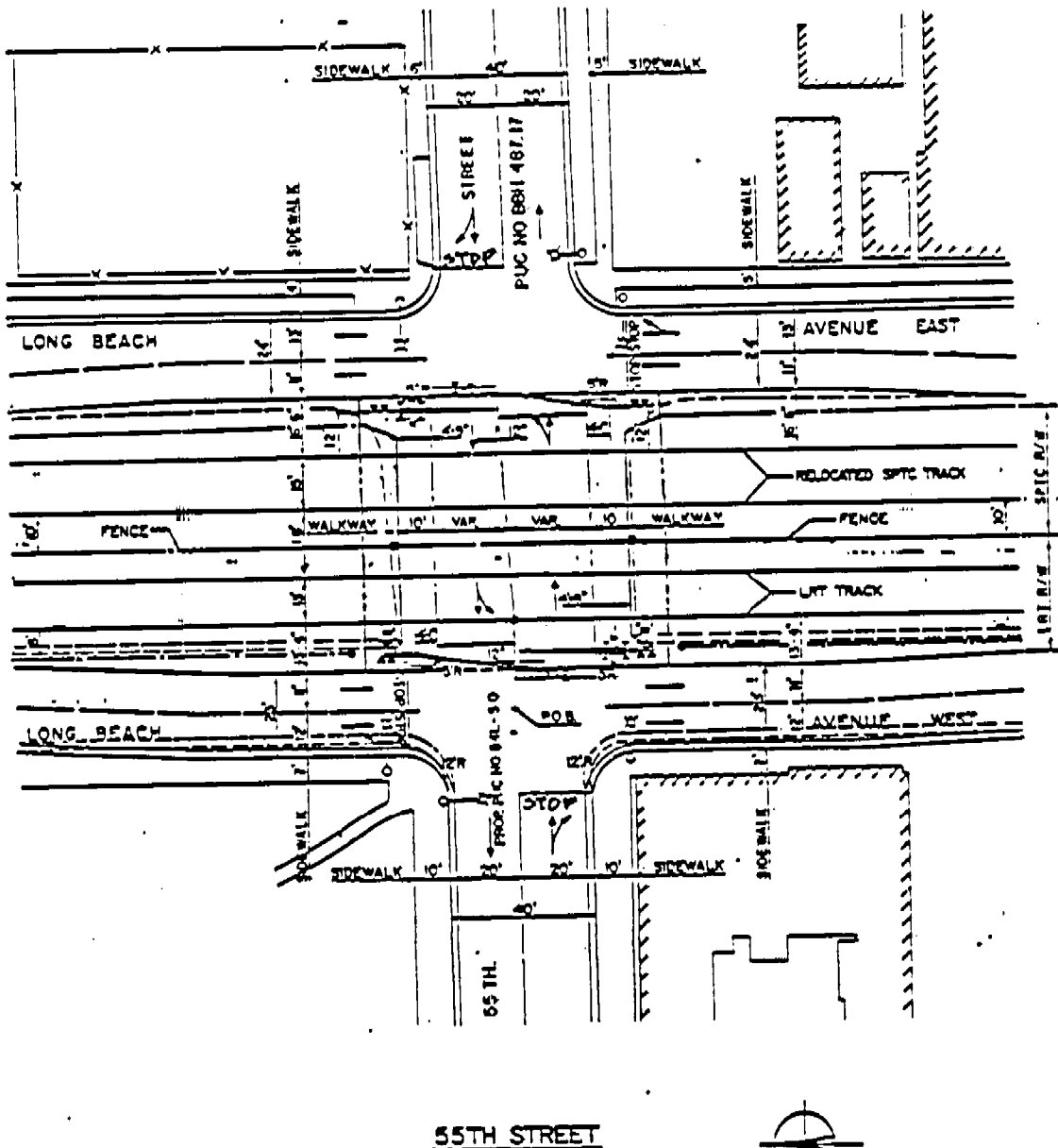


EXHIBIT B

<p>LOS ANGELES COUNTY TRANSPORTATION COMMISSION The Long Beach-Los Angeles Rail Transit Project</p>	<p>PROPOSED SPTC TRACK RELOCATION AND CONSTRUCTION OF LACTC LRT TRACK GRADE CROSSING AT 48TH PLACE</p>	<p>CONTRACT NO. DATE</p>
<p>Southern California Rail Consultants Project Manager Professional Engineer - Registered Professional Geologist - Registered Professional Surveyor - Registered Professional Planner - Registered Professional Architect</p>	<p>CPUC CROSSING NO. 88H 486.73, 2022 CROSSING NO. 7478373 PROPOSED LACTC CROSSING NO. 84L-4.5 CITY OF LOS ANGELES</p>	<p>REV. SHEET NO. DATE</p>



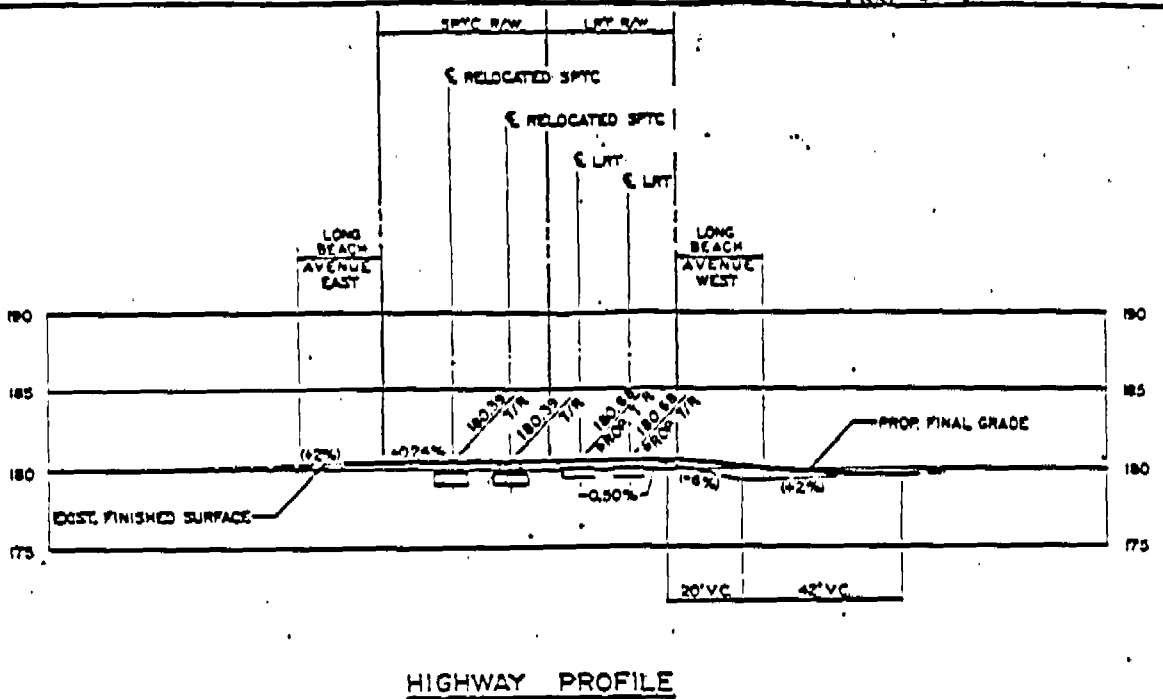
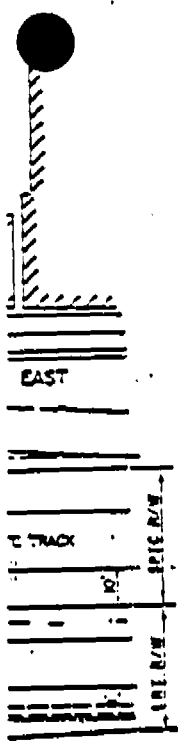
**55TH STREET**

**PLAN**

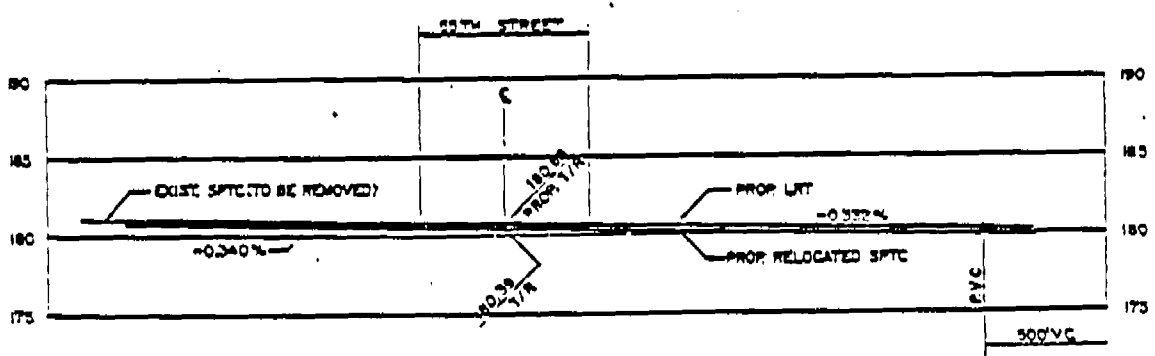
**LEGEND**

- CPUC STANDARD NO. B-A (MODIFIED)
- CPUC STANDARD NO. 9 WITH EXTENSION ARM
- STREET LIGHT
- FINAL GUTTER
- FINAL CURB
- EXISTING GUTTER TO BE REMOVED
- EXISTING CURB TO BE REMOVED
- EXISTING BUILDING

<p><b>REVISIONS</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> <th>CHKD.</th> </tr> <tr> <td>1</td> <td>12/15/87</td> <td>ADDED BY APPROVAL</td> <td></td> <td></td> </tr> </table> <p>DESIGNED BY: <i>[Signature]</i>          CHECKED BY: <i>[Signature]</i>          APPROVED BY: <i>[Signature]</i>          DATE: 12/15/87</p>	NO.	DATE	DESCRIPTION	BY	CHKD.	1	12/15/87	ADDED BY APPROVAL			<p style="text-align: right;"><b>LOS ANGELES COUNTY TRANSIT</b> The Long Beach-Los Angeles</p> <p style="text-align: right;"><b>South</b> Southern California Rail Consultants</p>
NO.	DATE	DESCRIPTION	BY	CHKD.							
1	12/15/87	ADDED BY APPROVAL									



HIGHWAY PROFILE



RAILROAD PROFILE

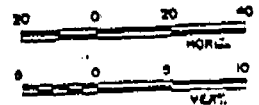
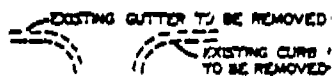
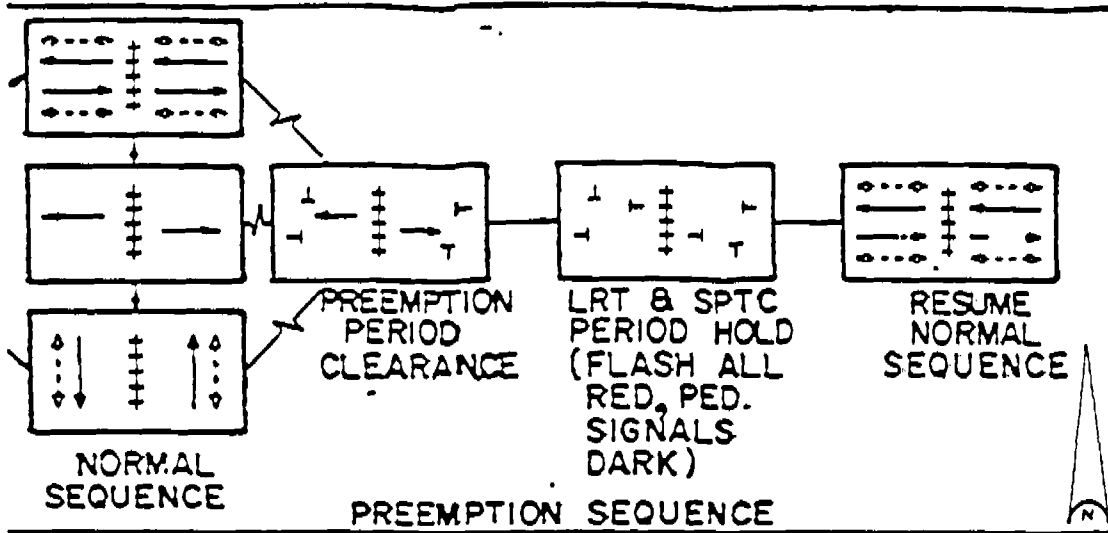


EXHIBIT 6 JUN 4 '87

<p><b>LOS ANGELES COUNTY TRANSPORTATION COMMISSION</b> The Long Beach-Los Angeles Rail Transit Project</p> <p><b>Southern California Rail Consultants</b> A Joint Venture of - Parsons Brinckerhoff Shook &amp; Partners, Inc. - Bechtel Services International Corporation - Parsons Brinckerhoff Shook &amp; Partners, Inc.</p>	<p><b>PROPOSED SPTC TRACK RELOCATION AND CONSTRUCTION OF LACTC LET TRACK GRADE CROSSING AT 55 TH. STREET</b></p> <p>CPUC CROSSING No. BE1487.17, DOT CROSSING No. 747838Y PROPOSED LACTC CROSSING NO. 84L-5.0 CITY OF LOS ANGELES</p>	<p>CONTRACT NO. DRAWING NO. <b>6</b></p> <p>REV. SHEET NO.</p> <p>SCALE</p>
---	---	---



The LRT detector initiates a delay timer prior to preemption which suppresses new pedestrian calls.

Light and LRT Preemption

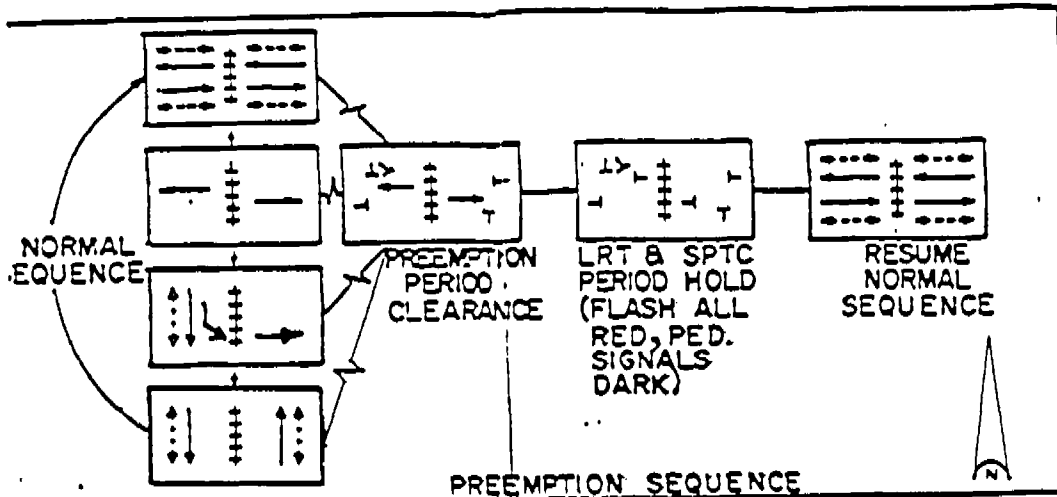
1. Advance Ped Phase Suppression: (LRT only) - Advance LRT detector initiates a delay timer prior to preemption which suppresses new pedestrian calls.
2. Initiation of preemption: Freight or LRT vehicle enters track circuit. If Eastbound and Westbound Departing signal faces are green at the time the preemption is initiated, they stay green. All other signal faces which are green go to yellow, then red. Pedestrian signals show "Don't Walk".
3. Track Clearance: Eastbound and Westbound Departing signal faces display green, then go to yellow. Ped signals show "Don't Walk".
4. Flashing All-Red: Flashing red on all vehicular signals during the remainder of the actuation period. Pedestrian signals are removed from operation.
5. End of Preemption: Freight or LRT vehicle leaves track circuit. Display five seconds of solid red for all vehicular signals. All pedestrian signals show solid "Don't Walk".
6. Start of Normal Operations: Resume normal signal operation, beginning with east-west phases.

2864.LB20PRMP.2

SIGNAL PREEMI

- 20th S
- 24th S
- 41st S1
- 48th P





Advance LRT detector initiates a delay timer prior to preemption which suppresses new pedestrian calls

Freight and LRT Preemption

1. Advance Ped Phase Suppression: (LRT only) - Advance LRT detector initiates a delay timer prior to preemption which suppresses new pedestrian calls.
2. Initiation of preemption: Freight or LRT vehicle enters track circuit. If Eastbound and Westbound Departing signal faces are green at the time the preemption is initiated, they stay green. All other signal faces which are green go to yellow, then red. Pedestrian signals show "Don't Walk".
3. Track Clearance: Eastbound and Westbound Departing signal faces display green, then go to yellow. Ped signals show "Don't Walk".
4. Flashing All-Red: Flashing red on all vehicular signals during the remainder of the actuation period. Pedestrian signals are removed from operation.
5. End of Preemption: Freight or LRT vehicle leaves track circuit. Display five seconds of solid red for all vehicular signals. All pedestrian signals show solid "Don't Walk".
6. Start of Normal Operation: Resume normal signal operation, beginning with east-west phases.

2864.LBVEPRHP.2

EXHIBIT D

SIGNAL PREEMPTION SEQUENCE

VERNON AVENUE

October 5, 19