

ORIGINAL

Decision 88 11 013

NOV. 9 1988

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of Long Beach )  
 a municipal corporation, acting by and )  
 through its Board of Harbor )  
 Commissioners, for an order authorizing )  
 the City to construct three vehicle )  
 ramps over the Port of Long Beach lead )  
 railroad track which is owned by the )  
 City and parallels Harbor Scenic Drive. )  
 The three ramps are known as the Pico )  
 Avenue exit ramp from westbound Ocean )  
 Boulevard, the south to west (S-W) )  
 connector from southbound Harbor Scenic )  
 Drive to westbound Ocean Boulevard, and )  
 the east to north (E-N) connector from )  
 eastbound Ocean Boulevard to northbound )  
 Harbor Scenic Drive. )

Application 88-09-011  
(Filed September 6, 1988)

OPINION

As part of construction of the future Long Beach Freeway-Interstate Route 710 (I-710) extension to Ocean Boulevard and to currently reconstruct Harbor Scenic Drive between Pacific Coast Highway-State Route 1 (SR-1) and Ocean Boulevard, the City of Long Beach (City) requests authority to construct the following:  
 (1) Pico Avenue-Exit Off-Ramp, (2) South-West (S-W) connector, and (3) East-North (E-N) connector, all at separated grades over an industrial lead track owned by the Port of Long Beach and operated by the Southern Pacific Transportation Company (SPT) in the Harbor District of Long Beach, Los Angeles County.

The three ramps to be constructed at separated grades are part of a Federal Ports Access Demonstration Project to improve traffic and railroad operations. It is anticipated that the City will grant a perpetual easement for highway purposes to

the State of California, in accordance with existing legislation, to operate and maintain the subject roadways and ramps, which will become part of I-710.

The City 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. After preparation and review of an Initial Study, the City issued a Negative Declaration and approved the project. On May 7, 1985, a Notice of Determination was filed with the Los Angeles County Clerk which found that "The project will not have a significant 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 project has been inspected by the Commission's Traffic Engineering staff. Field conditions are substantially in agreement with the proposed construction as shown on the plans and described in the application. Based on examination of the need for and safety of the proposed three overhead crossings, the staff recommends issuance of an ex-parte order authorizing the proposed overcrossings as requested.

The application was found to be in compliance under the Commission's filing requirements, including Rule 38 of the Rules of Practice and Procedure which Rule relates to the construction of public highways across railroads. Detailed drawings of the grade separations are included in Appendix A of this order.

City requests that the usual 30-day effective date on an order be waived in order that construction of this project can begin at the earliest possible date. We will make our Order effective immediately.

Notice of the Application was published in the Commission's Daily Calendar on September 12, 1988. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. City requests authority under Public Utilities Code Sections 1201-1205 to construct the following: (1) Pico Avenue-Exit Off-Ramp from westbound Ocean Boulevard, (2) south-west (S-W) connector from southbound Harbor Scenic Drive to westbound Ocean Boulevard; and (3) east-north (E-N) connector from eastbound Ocean Boulevard to northbound Harbor Scenic Drive; all at separated grades over an industrial lead track operated by SPT in the Harbor District of Long Beach, Los Angeles County.

2. Construction of the three grade separations is required as part of future extension of I-710 and to currently reduce traffic delays and to improve safety for railroad operations.

3. Public convenience, necessity and safety require construction of the three overcrossings.

4. City is the lead agency for this project under CEQA, as amended.

5. The Commission is a responsible agency for this project and has reviewed and considered the lead agency's Initial Study and Negative Declaration.

6. This project will not have a significant effect on the environment.

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 City desires to start construction at the earliest possible date.

O R D E R

IT IS ORDERED THAT:

1. The City of Long Beach (City), is authorized to construct the following: (1) Pico Avenue Off-Ramp, (2) South-West (S-W) Connector and (3) East-North (E-N) connector, all at separated grades over an industrial lead track owned by the Port of Long Beach and operated by the Southern Pacific Transportation Company (SPT) in the Harbor District of Long Beach, Los Angeles County, at the location and substantially as shown by plans attached to the application and Appendix A of this order, to be identified as Crossing BH-504.26-AC (Pico Avenue), Crossing BH-504.22-AC (S-W connector) and Crossing BH-504.25-AC (E-N connector).

2. Clearances shall be in accordance with General Order (GO) 26-D. 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.

3. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties. A copy of the agreement, together with plans approved by SPT, shall be filed with the Commission prior to commencing construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

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

5. 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.

6. The application is granted as set forth above.  
This order becomes effective today.  
Dated NOV 9 1988 at San Francisco, California.

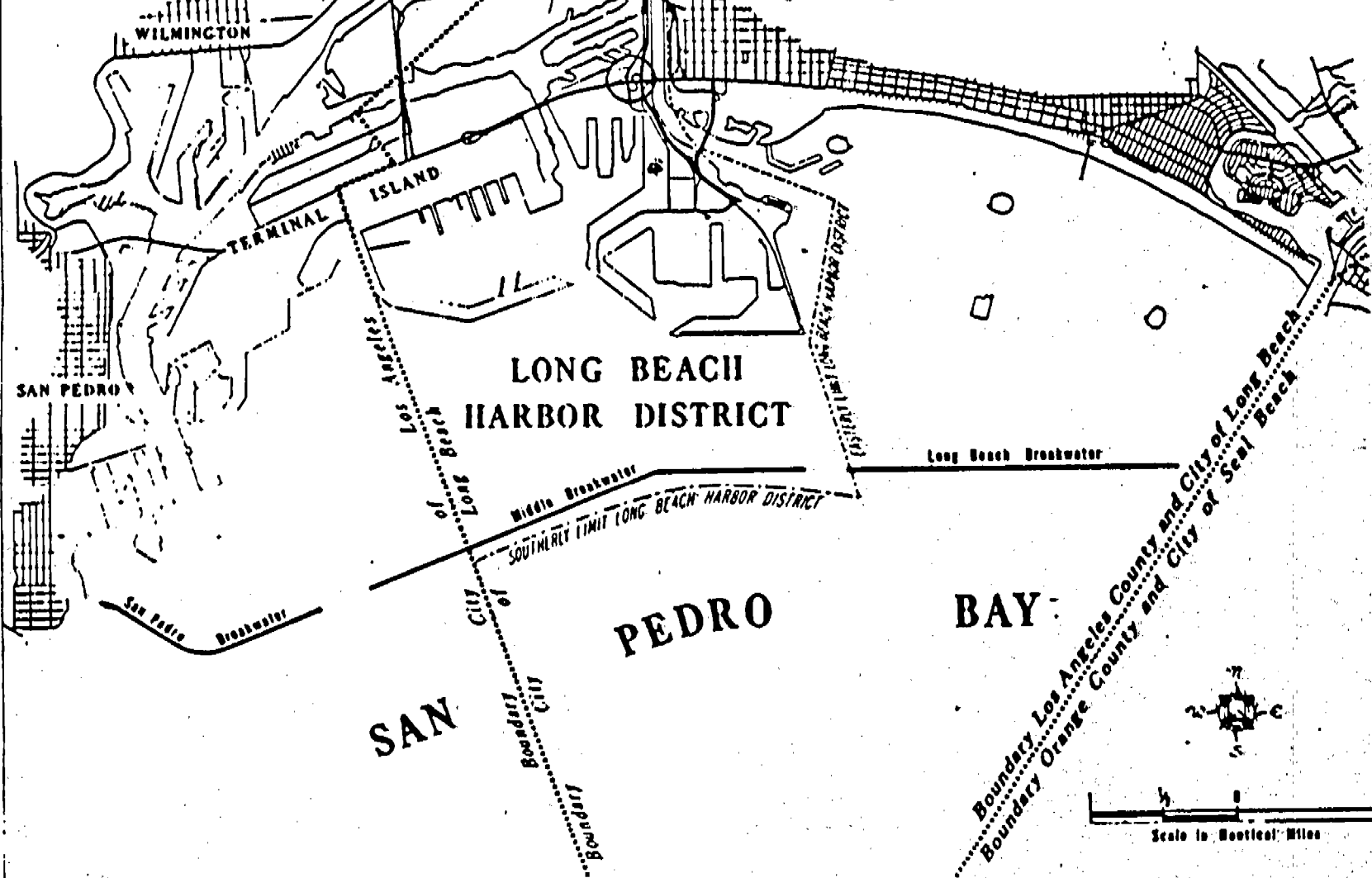
STANLEY W. HULETT  
President  
DONALD VIAL  
FREDERICK R. DUDA  
G. MITCHELL WILK  
JOHN B. OHANIAN  
Commissioners

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

*Victor Weisser*  
Victor Weisser, Executive Director

CITY OF LOS ANGELES

CITY OF LONG BEACH

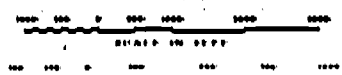


A.88-03-011 T/RRT/3C

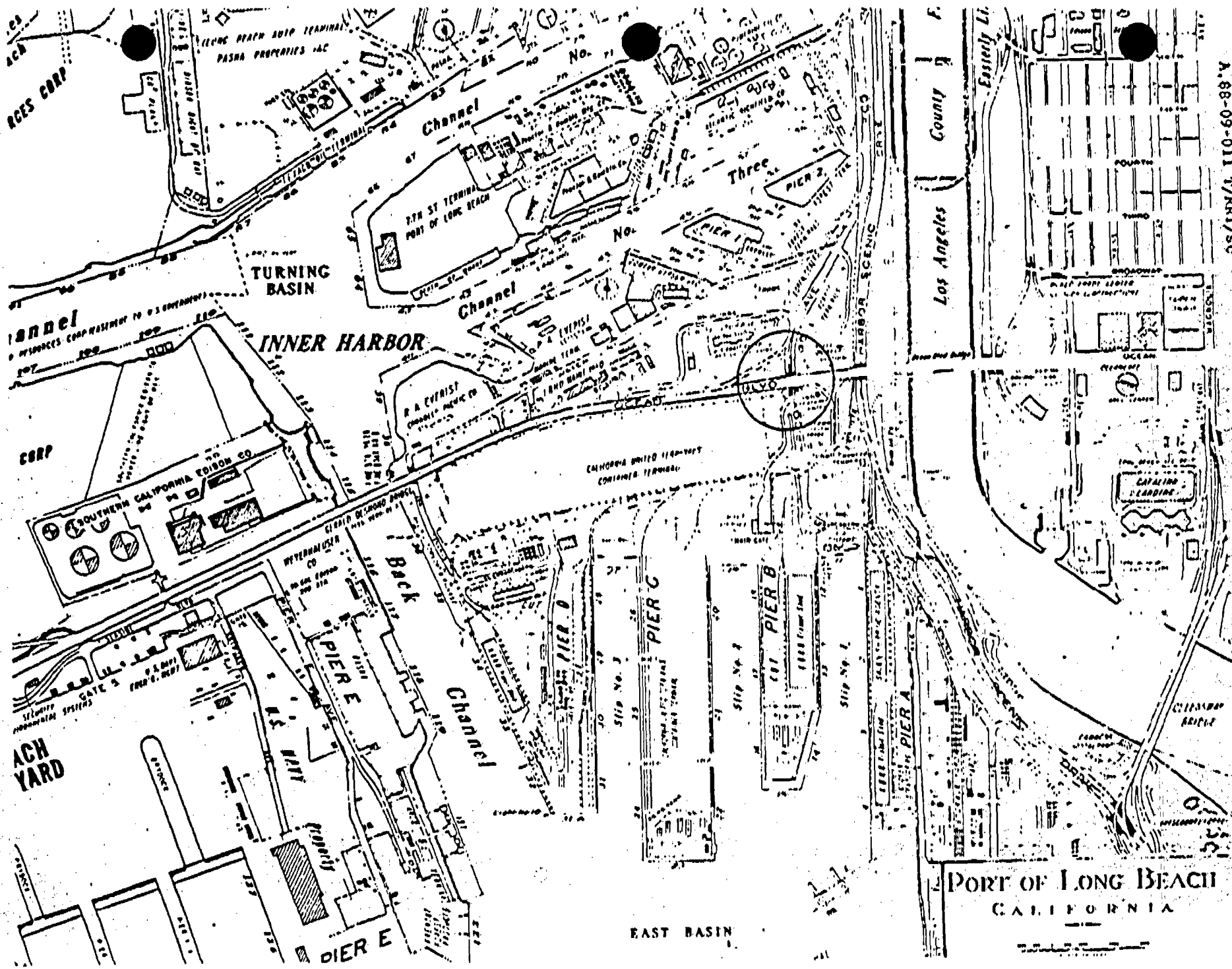
W. H. HARRIS

Boundary Los Angeles County and City of Long Beach  
 Boundary Orange County and City of Seal Beach

**PORT OF LONG BEACH**  
**CALIFORNIA**

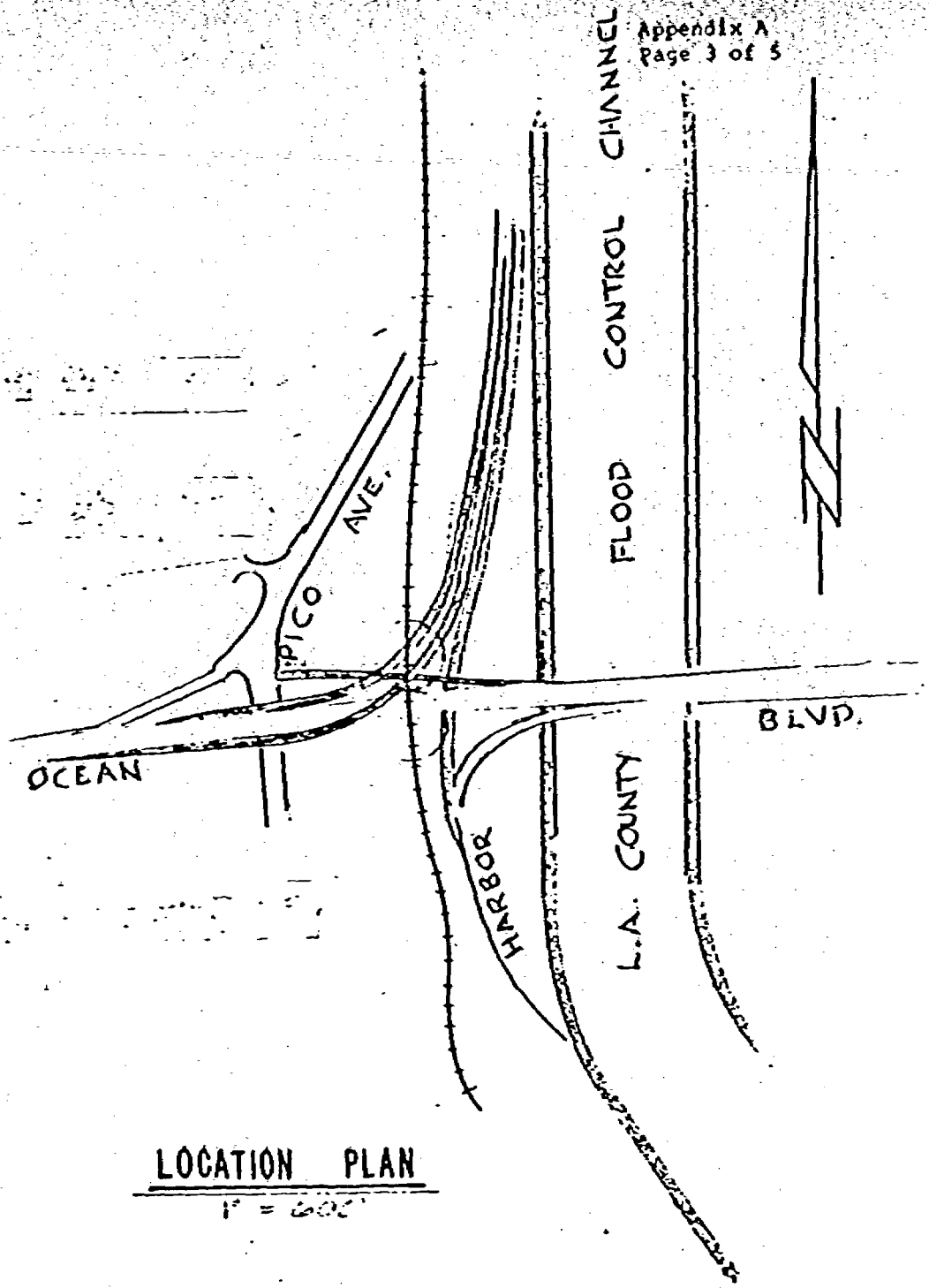


Appendix A  
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A. 68-09-011 T/PRT/SC

**PORT OF LONG BEACH**  
CALIFORNIA



LOCATION PLAN

1" = 600'

S ACCESS DEMONSTRATION PROJECT  
FOR SCENIC DRIVE  
DATE: 02/05/1988

SCALE

NOTED

SHEET 1 OF

SPECIFICATION  
NUMBER

JUN 16 1988





**THE NEXT /**

**DOCUMENTS ARE**

**POOR ORIGINALS**

**MICROFILMING SERVICES**

*Will not assume responsibility*

*for the image quality*

