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ORIGINAL

Decision 89 05 040 MAY 26 1989

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)
 construction of two light rail)
 vehicle tracks at grade along)
 Flower Street; across two driveways)
 north of Venice Boulevard at grade;)
 across Venice Boulevard at grade;)
 beneath the I-10 Santa Monica)
 Freeway Grade Separation Structure)
 designated by California Department)
 of Transportation as Santa Monica)
 Viaduct Bridge No. 53-1301 at)
 separated grade; across the)
 driveway immediately north of and)
 adjacent to that freeway structure)
 at grade; across the Santa Monica)
 Freeway On Ramp at grade; and)
 across 18th Street at grade all in)
 the City of Los Angeles.)

Application 88-07-033
(Filed July 19, 1988)

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 along Flower Street at grade and to perform other alterations as required in connection with seven LRV crossings as set forth in Appendix "A", in Los Angeles, Los Angeles County.

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 Safety Division's Traffic Engineering staff, who after review of the proposed crossing improvement plans, portions of which have been incorporated in Appendix "A" attached to this order, recommends that LACTC be granted the sought authority.

By letter dated December 6, 1988, LACTC requested that the matter of the deviation from this Commission's General Order (GO) 95 relating to the trolley wire height requirements be resolved separately. This is in the vicinity where the trolley crosses underneath Interstate Route 10 (I-10) Santa Monica Freeway grade separation structure which was constructed approximately 30 years ago.

There have been numerous meetings between the Commission staff, LACTC engineers and electrical consultants during a two year period and all parties agreed that this GO 95 overhead clearance matter could best be handled separately by Commission Resolution. This was in accordance with a Memorandum of Understanding dated January 28, 1986 between Safety Division's Rail Transit Safety

Branch and the Utilities Safety Branch. Accordingly, the overhead clearance matter underneath the Santa Monica Freeway grade separation structure was handled separately by the Utilities Safety Branch Resolution SU-1 adopted by the Commission April 26, 1989.

Light rail transit signals will be actuated by the same pedestrian traffic signals. The aspects of the transit signals will be red, yellow and lunar white. The heads will be programmed so that they will be visible only to the light rail transit operators. Aspects of the transit and motor vehicle signals will be changed to direct the movement of conflicting routes of transit vehicles, motor vehicles and pedestrians in accordance with the phase diagrams for each intersection as shown on Exhibit A, Pages 3 to 7 attached to this order.

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. Detailed drawings of the grade crossings and street geometrics are in Appendix "A" attached to this order.

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.

Notice of the application was published in the Commission's Daily Calendar on July 27, 1988. 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 at grade along Flower Street; across two driveways on Flower Street north of Venice Boulevard, across Venice Boulevard, across a driveway on Flower Street south of Venice Boulevard, at grade; beneath the I-10

Santa Monica Freeway grade separation structure at separated grades; across I-10 On Ramp at grade, and across 18th Street also at grade in Los Angeles, Los Angeles County, as set forth in Appendix "A".

2. Construction of the two LRV tracks at grade along Flower Street and seven crossings is an essential element in construction of the LRV system, as set forth in Appendix "A".

3. Public convenience and necessity require construction of the tracks at grade along Flower Street and the seven crossings, as set forth in Appendix "A".

4. Public safety requires that light rail transit signals will be actuated by the same traffic signal controls that actuate the motor vehicle and pedestrian traffic signals. The aspects of the transit signals will be red, yellow and lunar white. The heads will be programmed so that they will be visible only to the light rail transit operators. Aspects of the transit and motor vehicle signals will be changed to direct the movement of conflicting routes of transit vehicles, motor vehicles and pedestrians in accordance with the phase diagrams for each intersection as shown on Exhibit "A", Pages 3 to 7 attached to this order.

5. The matter of overhead trolley wire height requirements above pavement underneath the I-10 grade separation structure was dealt with separately by a Commission Resolution SU-1 adopted April 26, 1989.

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

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.

ORDER

IT IS ORDERED that:

1. The Los Angeles County Transportation Commission (LACTC) is authorized to construct two LRV tracks at grade along Flower Street and seven crossings in Los Angeles, Los Angeles County, as set forth in Appendix "A".
2. Construction of the crossings shall be equal or superior to Standard No. 1 of GO 72-B.
3. Clearances and walkways shall conform to GO 143.
4. Protection at the crossings shall be light rail transit signals actuated by the same traffic signal controls that actuate the motor vehicle and pedestrian traffic signals. The aspects of the transit signals will be red, yellow and lunar white. The heads will be programmed so that they will be visible only to the light rail transit operators. Aspects of the transit and motor vehicle signals will be changed to direct the movement of conflicting routes of transit vehicles, motor vehicles and pedestrians in accordance with the phase diagrams for each intersection as shown on Exhibit "A" attached to this order.
5. 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.
6. Overhead trolley wire height requirements above pavement underneath the Interstate 10 (I-10) Santa Monica Freeway grade

underneath the Interstate 10 (I-10) Santa Monica Freeway grade separation was dealt with separately by a Commission Resolution SU-1 adopted April 26, 1989.

7. 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.

8. 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.

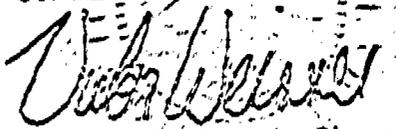
9. The application is granted as set forth above.

This order is effective today.

Dated MAY 26 1989, at San Francisco, California

G. MITCHELL WILK
President
FREDERICK R. DUDA
STANLEY W. HULETT
JOHN B. OHANIAN
PATRICIA M. ECKERT
Commissioners

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


Victor Weisser, Executive Director

A P P E N D I X "A"

As part of the project to construct a light rail transit system, the Los Angeles County Transportation Commission (LACTC) proposes to construct two LRV tracks at grade along Flower Street and in connection therewith alter the street geometrics in such a manner that the LRV tracks will occupy exclusively the east half of Flower Street and the other half will be used by southbound vehicular traffic (one-way). A median island will be constructed to separate LRT vehicles from vehicular traffic, with openings at selected driveway crossing locations, as shown on plans attached to the application, this order and more particularly as set forth below:

<u>Crossing No.</u>	<u>Street Name</u>	<u>Crossing Protection</u>
84L-0.94D	First driveway north of Venice Boulevard	Train actuated NLT* and signs
84L-0-97D	Second driveway north of Venice Boulevard	-Do-
84L-0.99	Venice Boulevard	Traffic signals with LRT controlled signals
84L-1.07A	Santa Monica Freeway Grade Separation Structure	
84L-1.04D	Driveway immediately north of and adjacent to the previously listed structure	Train actuated NLT* and signs
84L-1.10	Santa Monica Freeway On Ramp	Traffic signals with LRT controlled signals
84L-1.12	18th Street	Traffic signals with LRT controlled signals

Note: Protection at the crossings shall be light rail transit signals actuated by the same traffic signal controls that actuate the motor vehicle and pedestrian traffic signals. The aspects of the transit signals will be red, yellow and lunar white. The heads will be programmed so that they will be visible only to the light rail transit operators. Aspects of the transit and motor vehicle signals will be changed to direct the movement of conflicting routes of transit vehicles, motor vehicles and pedestrians in accordance with the phase diagrams for each intersection as shown on Exhibit "A" Pages 3 to 7 attached to this order.

*NLT - No left turn signals.

THE NEXT

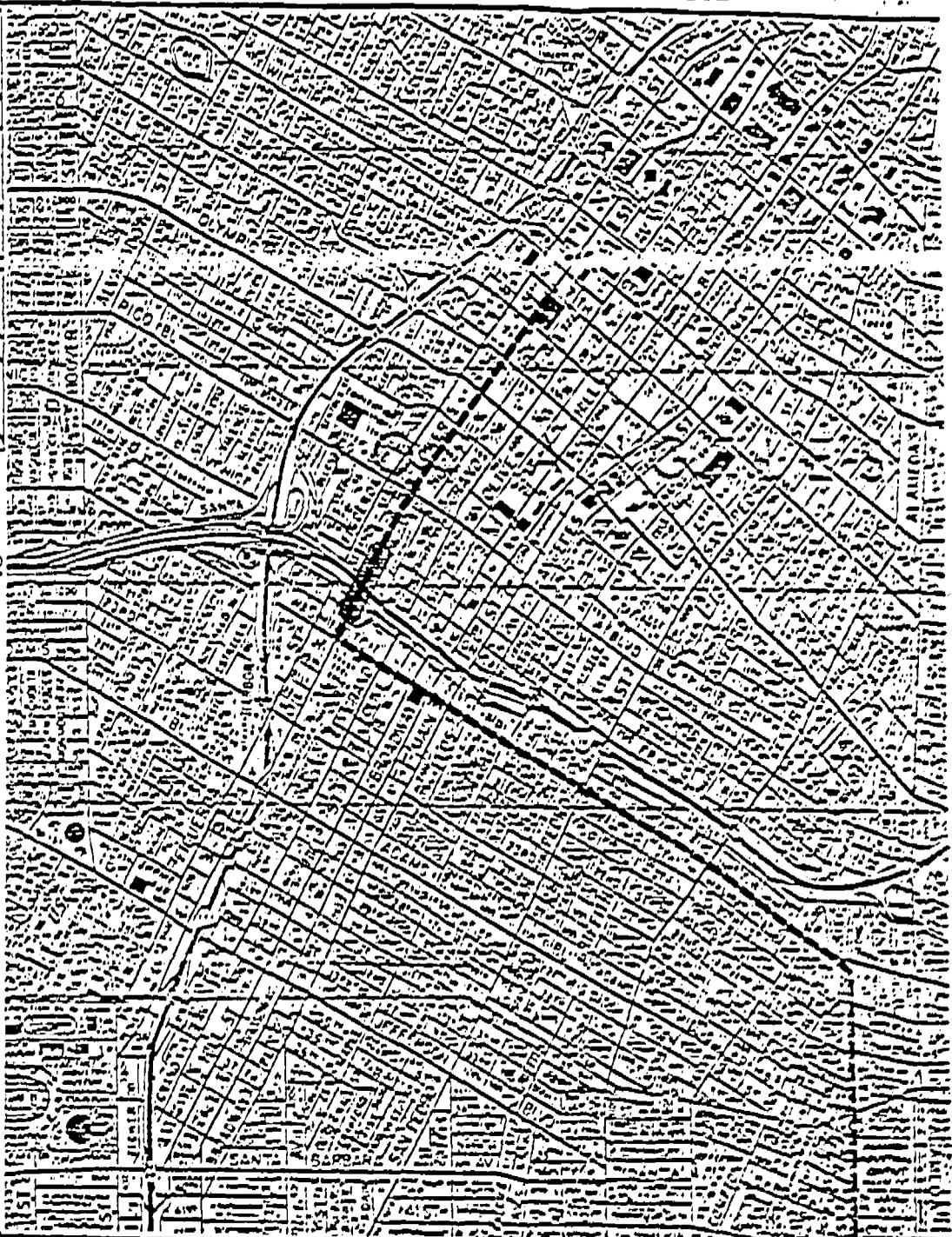
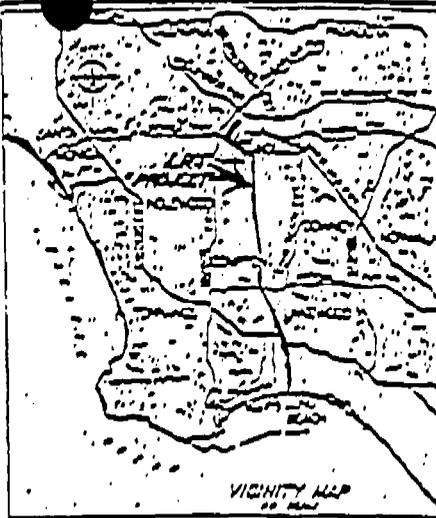
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DOCUMENTS ARE

POOR ORIGINALS

MICROFILMING SERVICES

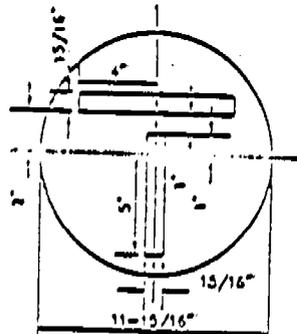
*will not assume responsibility
for the image quality*



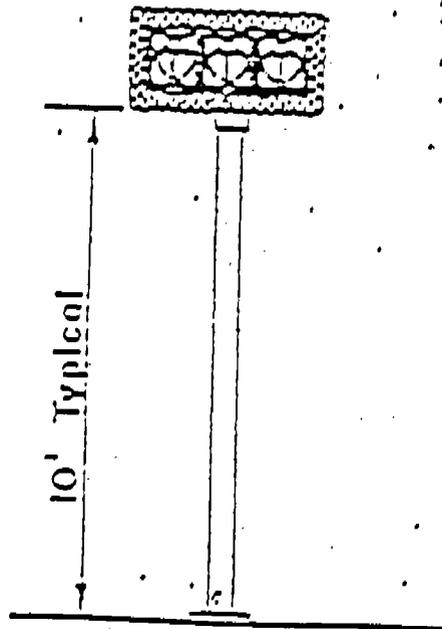
CROSSING NAME	PROP. I. ACTG. CROSSING NO.
1. DRIVEWAY	84L-094D
2. DRIVEWAY	84L-097D
3. VENTURA BLVD.	84L-099
4. DRIVEWAY	84L-104D
5. SANTA MONICA FWY.	84L-107A
6. SANTA MONICA FWY. ON-RAMP	84L-110
7. 18TH. ST.	84L-112

<p>LOS ANGELES COUNTY TRANSPORTATION COMMISSION The Long Beach-Los Angeles Rail Transit Project</p>	
<p>Contract No. 84L-033</p>	<p>Contract Name</p>
<p>Contract Description</p>	<p>Contract Location</p>
<p>Contract Dates</p>	<p>Contract Status</p>

TYPICAL LRT



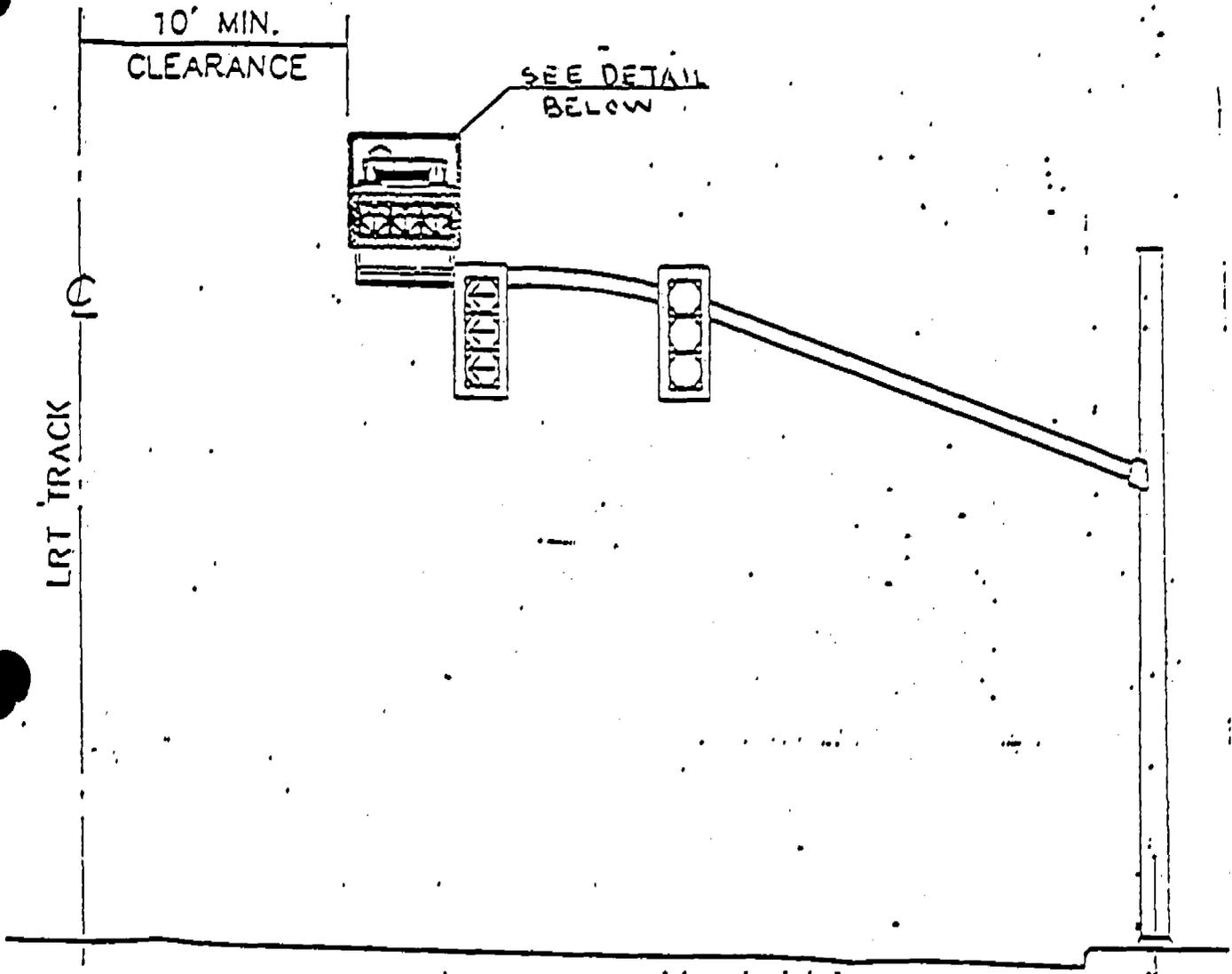
LRT TRAFFIC SIGNAL LENS
LENS SHALL BE FURNISHED IN THREE COLORS
CONSISTING OF RED, YELLOW, AND LUNAR WHITE.



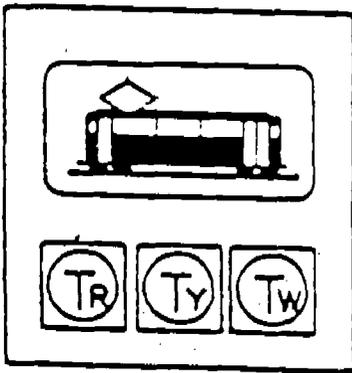
MAST MOUNTED
SIGNALS

LRT TRACK

TYPICAL LRT TRAFFIC SIGNALS

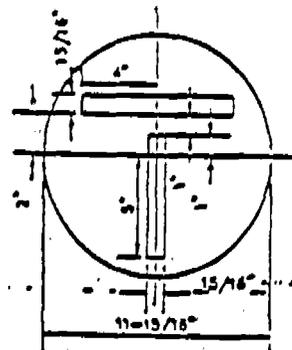


MAST CANTILEVER SIGNALS



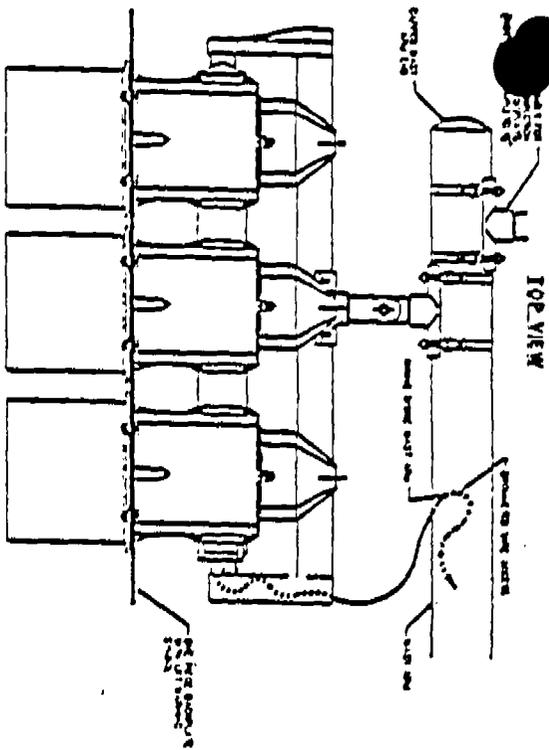
SEE DETAIL
PAGE 6

DETAIL LRT SIGNAL

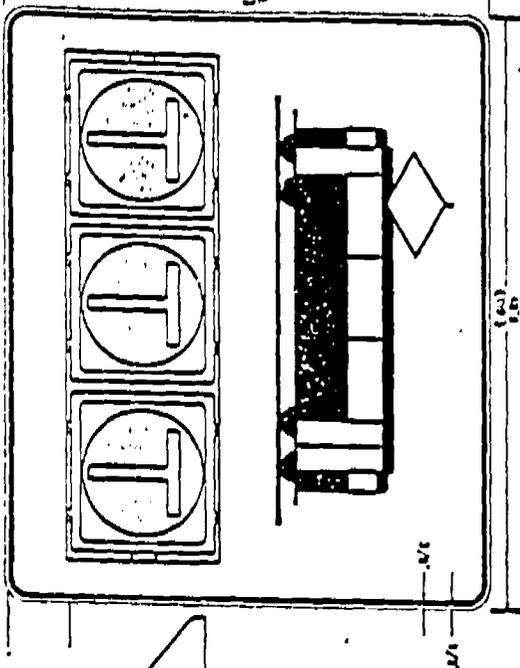


LRT TRAFFIC SIGNAL LENS
LENSES SHALL BE FURNISHED IN THREE COLORS
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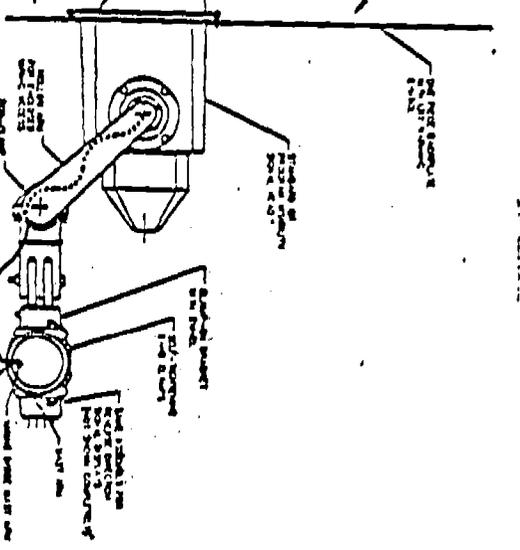
**STANDARD MAST ARM MOUNT
LRT SIGNAL DISPLAY MOUNTING DETAIL**
Scale: 1" = 1'-0"



TOP VIEW



FRONT VIEW

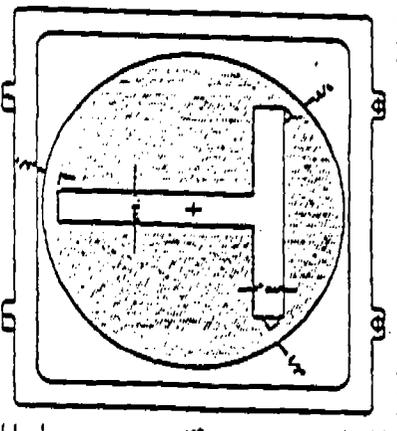


SIDE VIEW

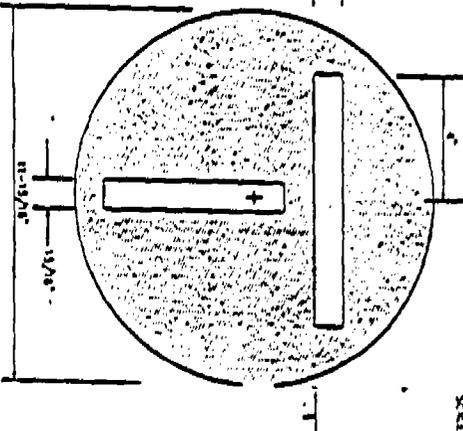
- NOTES**
- 1. LRT SIGNAL MAST MOUNTING DETAIL TO BE INSTALLED ON MAST ARM ATTACHED TO SIGNAL MAST ASSEMBLY. SIGNAL MAST ASSEMBLY TO BE PROVIDED BY CONTRACTOR. SIGNAL MAST ASSEMBLY TO BE PROVIDED BY CONTRACTOR.
 - 2. LRT SIGNAL MAST MOUNTING DETAIL TO BE PROVIDED BY CONTRACTOR.
 - 3. LRT SIGNAL MAST MOUNTING DETAIL TO BE PROVIDED BY CONTRACTOR.
 - 4. LRT SIGNAL MAST MOUNTING DETAIL TO BE PROVIDED BY CONTRACTOR.
 - 5. LRT SIGNAL MAST MOUNTING DETAIL TO BE PROVIDED BY CONTRACTOR.

* PROVIDE VENTILATION HOLES FOR SIGNAL MOUNTING DETAIL TO BE PROVIDED BY CONTRACTOR.

LRT PROGRAMMABLE TRAFFIC SIGNAL
Scale: 1" = 1'-0"



LRT STANDARD TRAFFIC SIGNAL (L)
Scale: 1" = 1'-0"



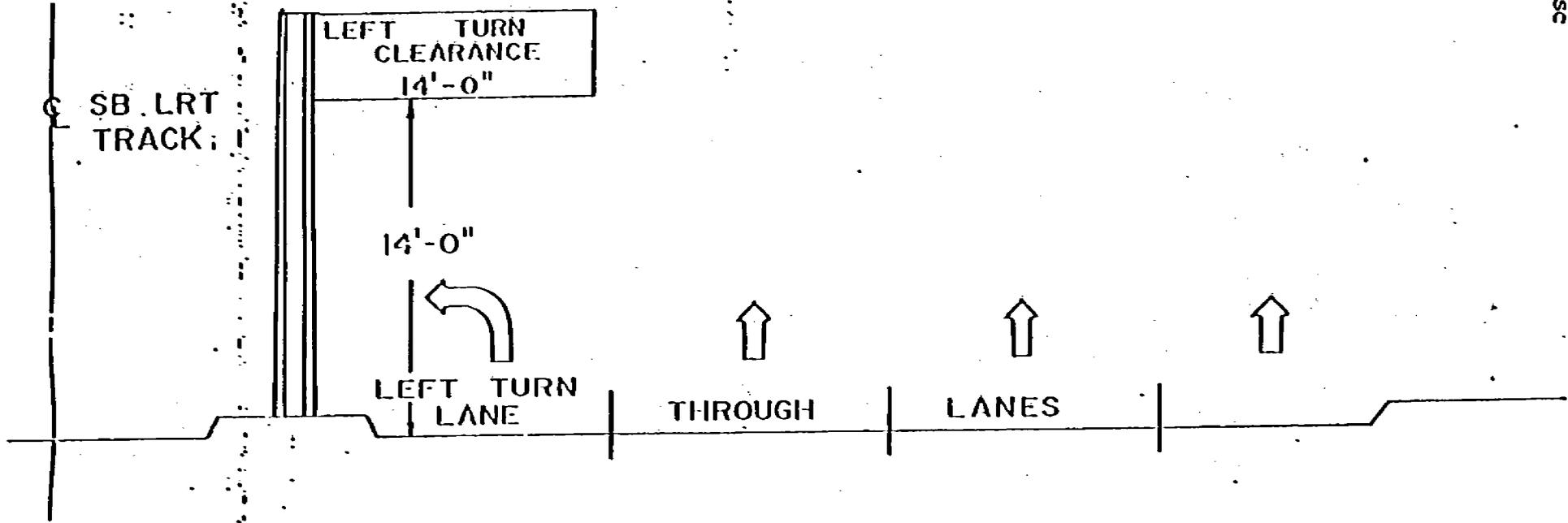
**LONG BEACH LOOP
LRT MAST ARM SIGNAL MOUNTING
AND LENS DETAILS**

NO.	REVISION	DATE	BY	CHKD.

NO.	REVISION	DATE	BY	CHKD.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
The Long Beach and Airport Rail Transit Project
DIS ASSOCIATE
ARCHITECTS

**LONG BEACH LOOP
LRT MAST ARM SIGNAL MOUNTING
AND LENS DETAILS**



OVERHEAD SIGN PER CALTRANS STD. PLAN S40G-1
SCALE: NTS

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There have been numerous meetings between the Commission staff, LACTC engineers and electrical consultants during a two year period and all parties are now in agreement that this GO 95 overhead clearance matter can best be handled separately by Commission Resolution. This would be in accordance with a Memorandum of Understanding dated January 28, 1986 between Rail

Transit Safety Section and the Service and Safety Branch. Accordingly, the overhead clearance matter underneath the Santa Monica Freeway grade separation structure will be handled separately by the Service and Safety Branch.

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5. The matter of overhead trolley wire height requirements above pavement underneath the I-10 grade separation structure will be dealt with separately by a Commission Resolution.

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.

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This order is effective today.

Dated _____, at San Francisco, California