

T/RRT/sc

ORIGINAL

Decision 89 08 003 AUG 3 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 separated grade )  
 above Del Amo Boulevard in the )  
 County of Los Angeles and in the )  
 City of Carson. )

Application 88-11-021  
(Filed November 10, 1988)

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 at separated grades over Del Amo Boulevard in Carson, 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 impact 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.

By letter dated November 16, 1988, Southern Pacific Transportation Company (SPT) advised the Commission staff that the LRV overpass appeared to inhibit motorists' views of the cantilever flashing light signals on one Standard No. 9-A installation.

In the interim there have been several meetings, discussions and field reviews held by the interested parties. The false work under the Del Amo Boulevard structure which created the vision obstruction problem has now been removed. An on-site field meeting was held on June 9, 1989, attended by representatives of LACTC, SPT and the Commission's Safety Division Traffic Engineering staff, at which time the signals were tested for visibility at various distances by all participating parties. All attending parties were of the opinion that the former visibility problem of the Standard No. 9-A gate-type signal with cantilever, facing westbound traffic was no longer a problem. Plans for the grade separation have been incorporated in Appendix A, attached to this order. The staff recommends that LACTC's request be granted.

During the course of planning and review the Commission's Rail/Transit Planning and Policy Branch was initially of the opinion that consideration should be given to the installation of railings and walkways on LRV aerial structures, at such locations where installation might appear desirable on the Long Beach-Los Angeles Rail Transit Project. After several meetings by all the concerned parties during a two year time frame, LACTC advised the Commission that it believed it could successfully satisfy the individual concerns of the affected agencies along the corridor. It was their intention to address and resolve each issue with each agency on a "case-by-case, agency-by-agency basis."

LACTC further believes that because of the unique and diverse circumstances associated with each segment of the project, that their proposed course of action would satisfactorily resolve any concerns of the transit corridor agencies as well as reservations that the Commission may have had initially concerning the issue of handrails/walkways for the Long Beach - Los Angeles Rail Transit Project aerial structures.

Because of the urgency of this project and the need for LACTC to move ahead with the construction of this important segment of the LRT system, we will issue an order granting interim authority for the construction of LRV tracks as requested by applicant in the instant application. A later final order will be issued addressing the question of handrails and walkways on aerial structures in this proceeding and in those other proceedings where this question has been raised (Applications 86-08-035, 87-12-034 and 88-08-005, et al). This will allow for a more comprehensive and consistent treatment of these several related matters, without unduly delaying LACTC's necessary construction work at the SPT site now. The Commission's Traffic Engineering Section has studied the need for the proposed grade separation and recommends that one be granted at this location.

LACTC has previously been authorized to alter and improve the Del Amo Boulevard at grade crossing of the Southern Pacific Transportation Company's Wilmington Branch Line (Crossing BBH-497.54) by Commission letter dated April 30, 1987, pursuant to General Order 88-A. The SPT at grade crossing is adjacent and parallel to the proposed LACTC grade separation.

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 separation 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 November 16, 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 separated grades over Del Amo Boulevard in Carson, Los Angeles County.

2. Construction of the LRV tracks at separated grades over Del Amo Boulevard is an essential element in the construction of the LRT system.

3. Public convenience, necessity, and safety require construction of two LRV tracks at separated grades over Del Amo Boulevard as set forth in Appendix "A" attached to this application.

4. The need for railings and walkways on LRV aerial structures will be dealt with by further order of the Commission.

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

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

7. 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.

8. 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, at separated grades, over Del Amo Boulevard to be identified as Crossing 84L-15.4-B, in Carson, Los Angeles County, at the location and substantially as shown by plans attached to the application and this order.
2. Clearances and walkways shall be in accordance with General Order (GO) 143.
3. 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.
4. The Commission will issue a final order concerning railings and walkways on aerial structures at a later date.
5. 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.
6. This authorization will 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.

7. The application is granted as set forth above.  
This order is effective today.  
Dated AUG 3 1989, at San Francisco, California.

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

Commissioner Stanley W. Hulett,  
being necessarily absent, did not  
participate.

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



Victor Weissert, Executive Director

DS

**THE NEXT**

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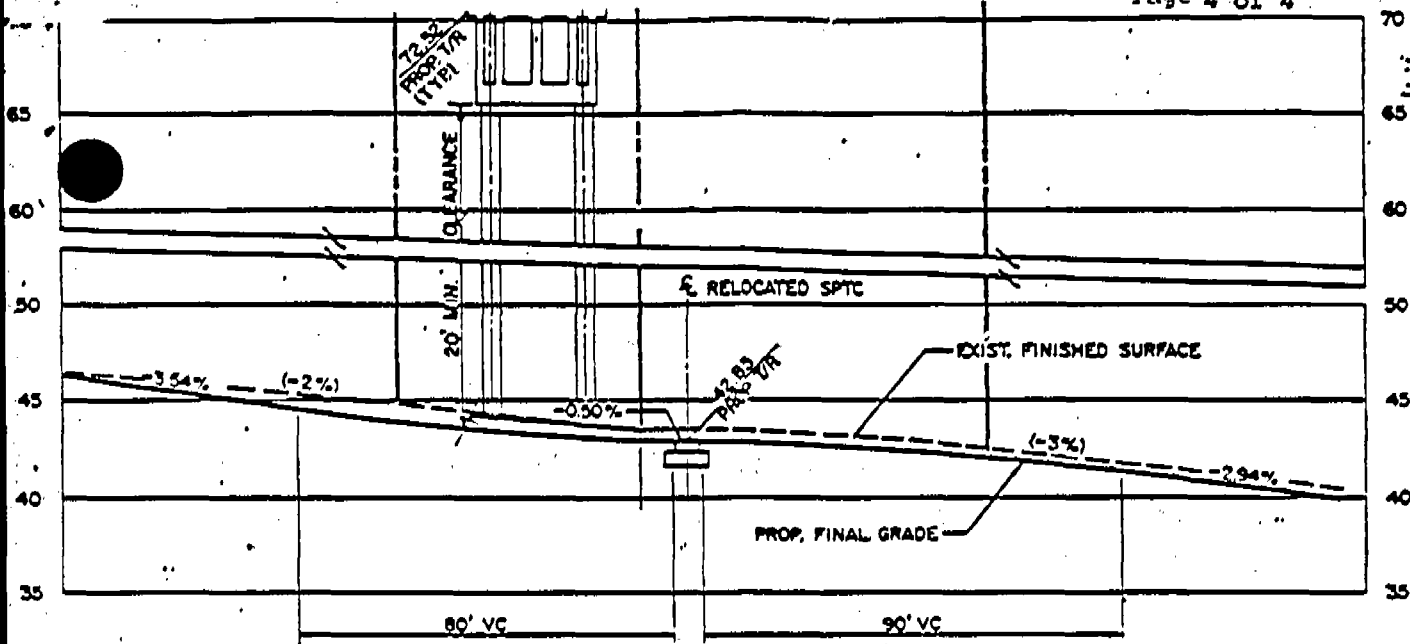
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**POOR ORIGINALS**

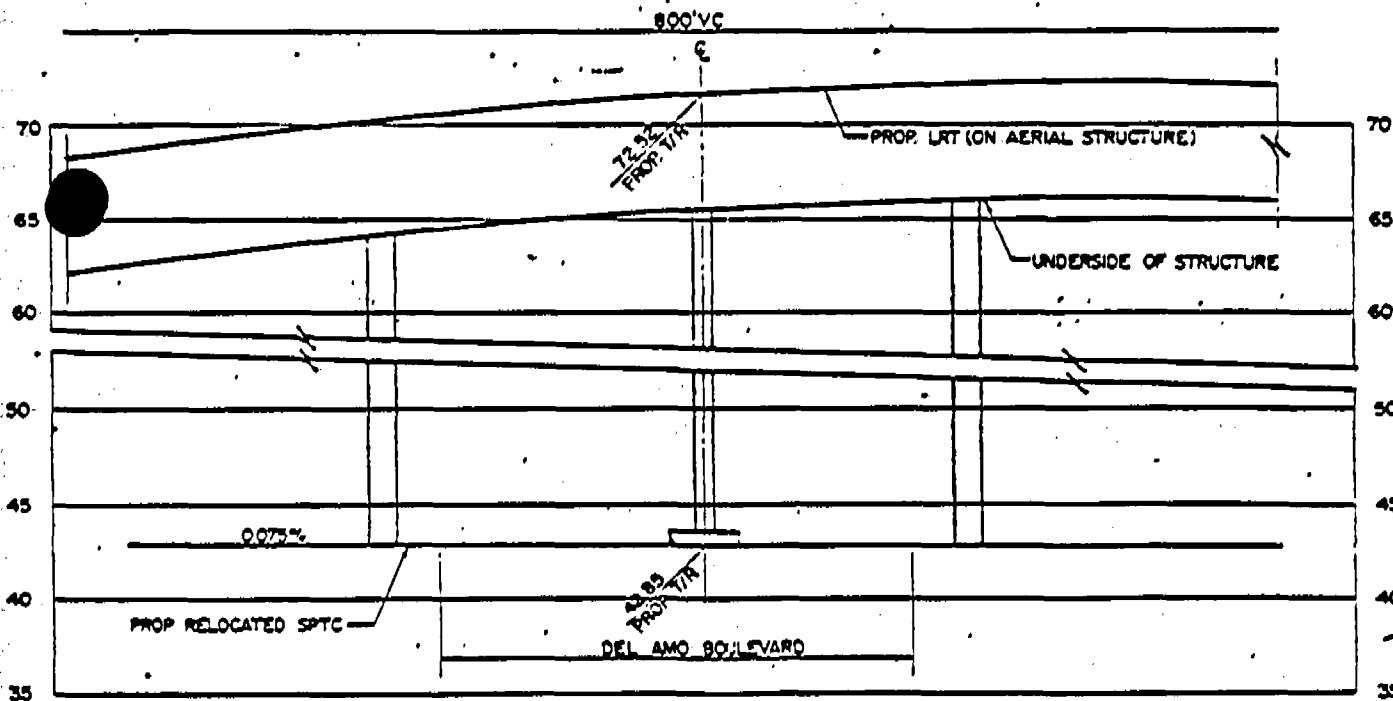
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*will not assume responsibility*

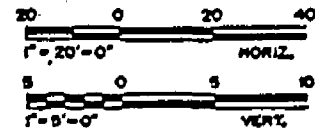
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**HIGHWAY PROFILE**  
@ NORTH SIDE ISLAND



**RAILROAD PROFILE**



NOV 09 1988

REVISED EXHIBIT

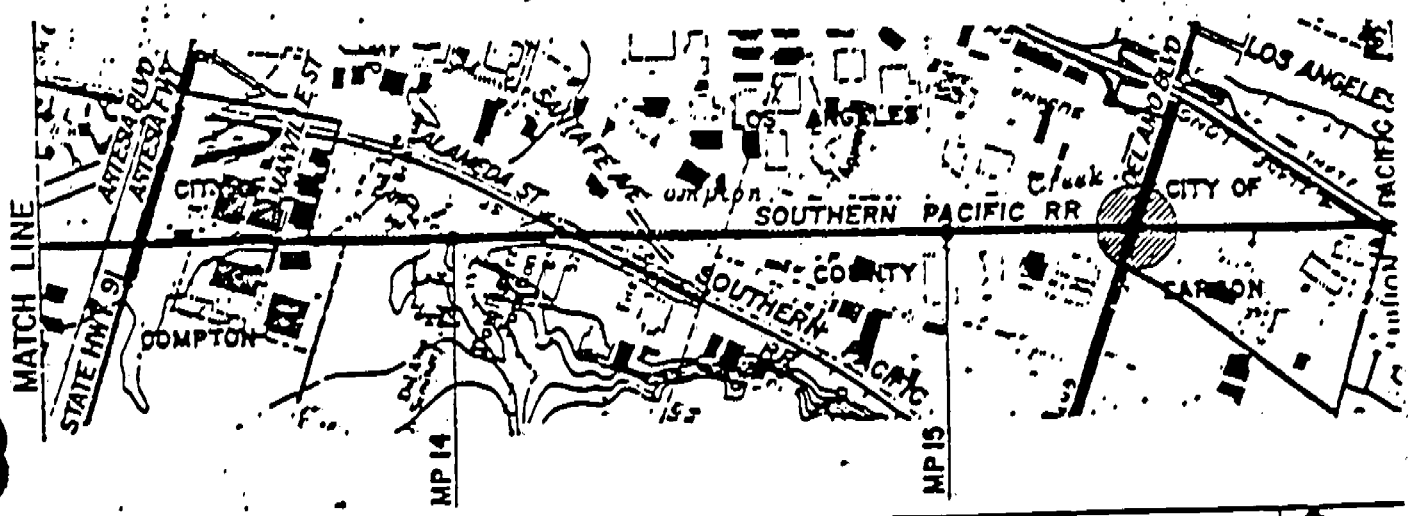
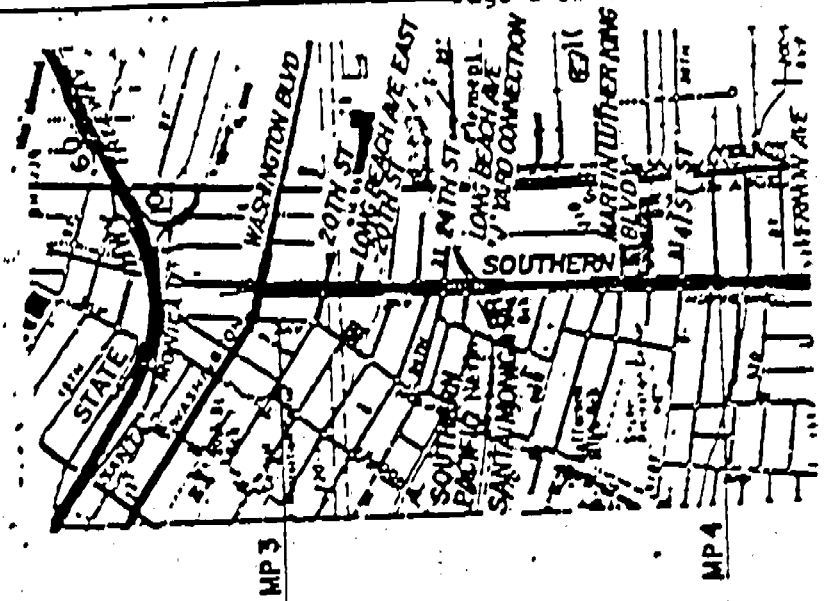
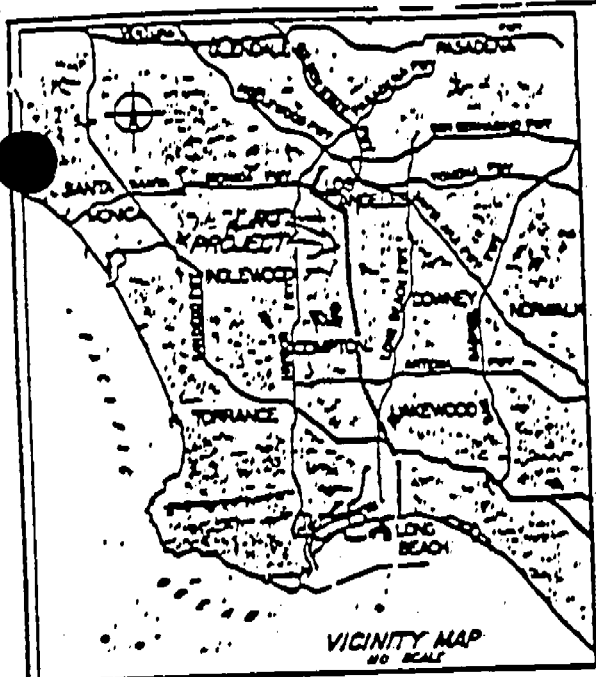
COURTESY TRANSPORTATION COMMISSION  
Beach Angeles Rail Transit Project

Southern California Rail Consultants  
A joint venture of  
Professional Engineering & Consulting, Inc.  
Professional Engineering & Consulting Corporation  
Civil, Mechanical, Electrical, & Environmental  
APPROVED: \_\_\_\_\_

**SPTC TRACK RELOCATION AND CONSTRUCTION  
OF LACTC LRT TRACK GRADE SEPARATION  
AT DEL AMO BOULEVARD**  
C.P.U.C. CROSSING NO. BBH 497.59, D.O.T. CROSSING NO. 747799K  
PROPOSED LACTC CROSSING NO. 84L-15.4-B  
COUNTY OF LOS ANGELES, CITY OF CARSON

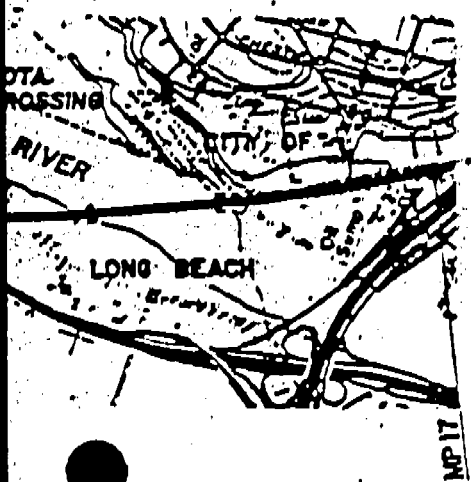
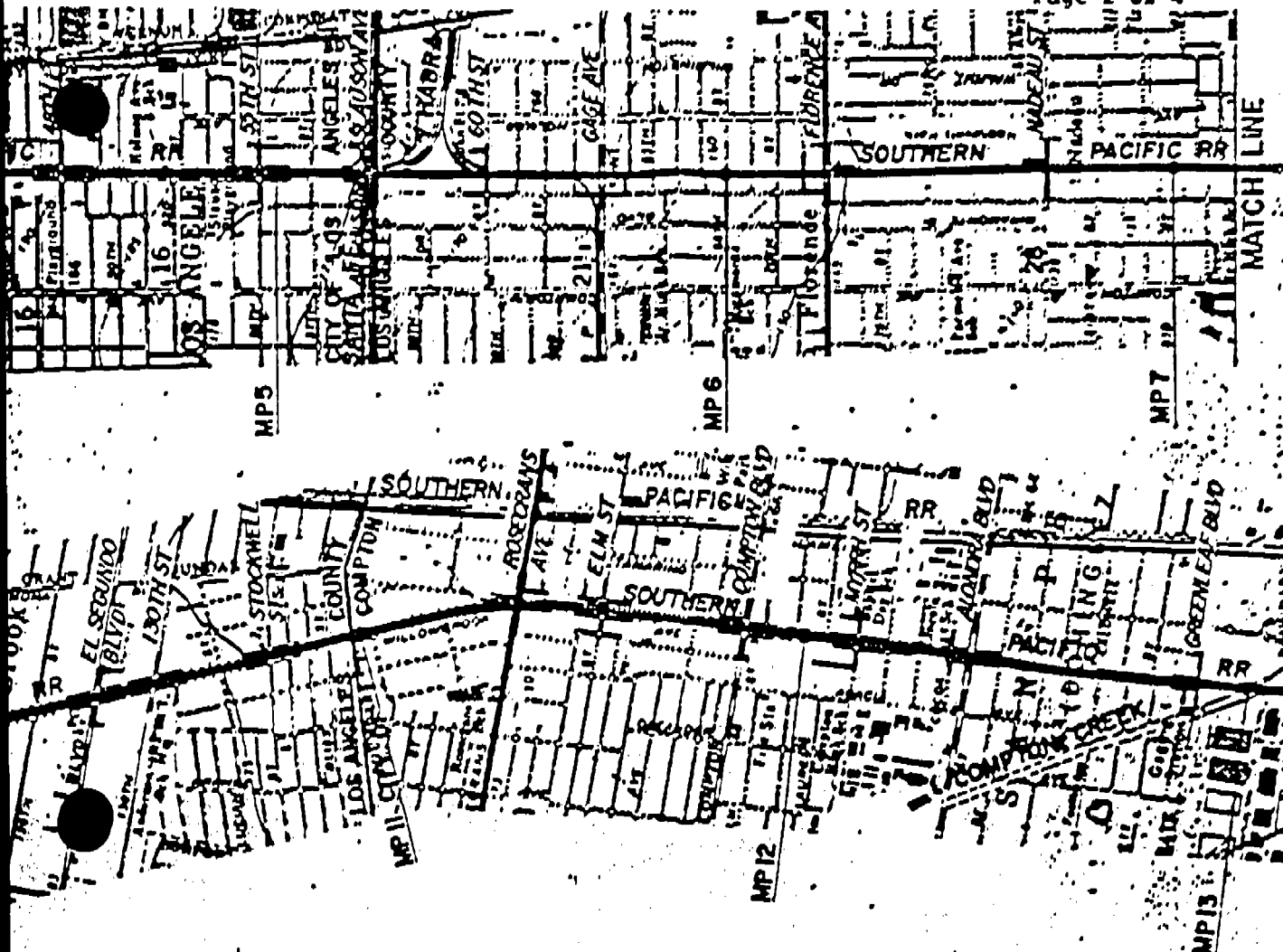
CONTRACT NO.	
DRAWING NO. 10	
REV.	SHEET NO.
SCALE	





Contract	Project	Sheet



CROSSING NAME  
DEL AMO BLVD.

SPTC CROSSING NO.

PROP. LACTC CROSSING NO.  
84L-15.4B

APR 19 1967

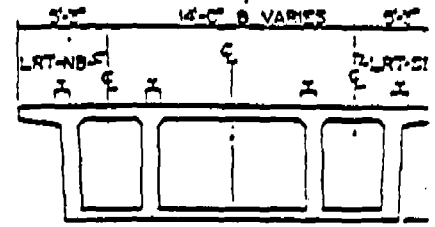
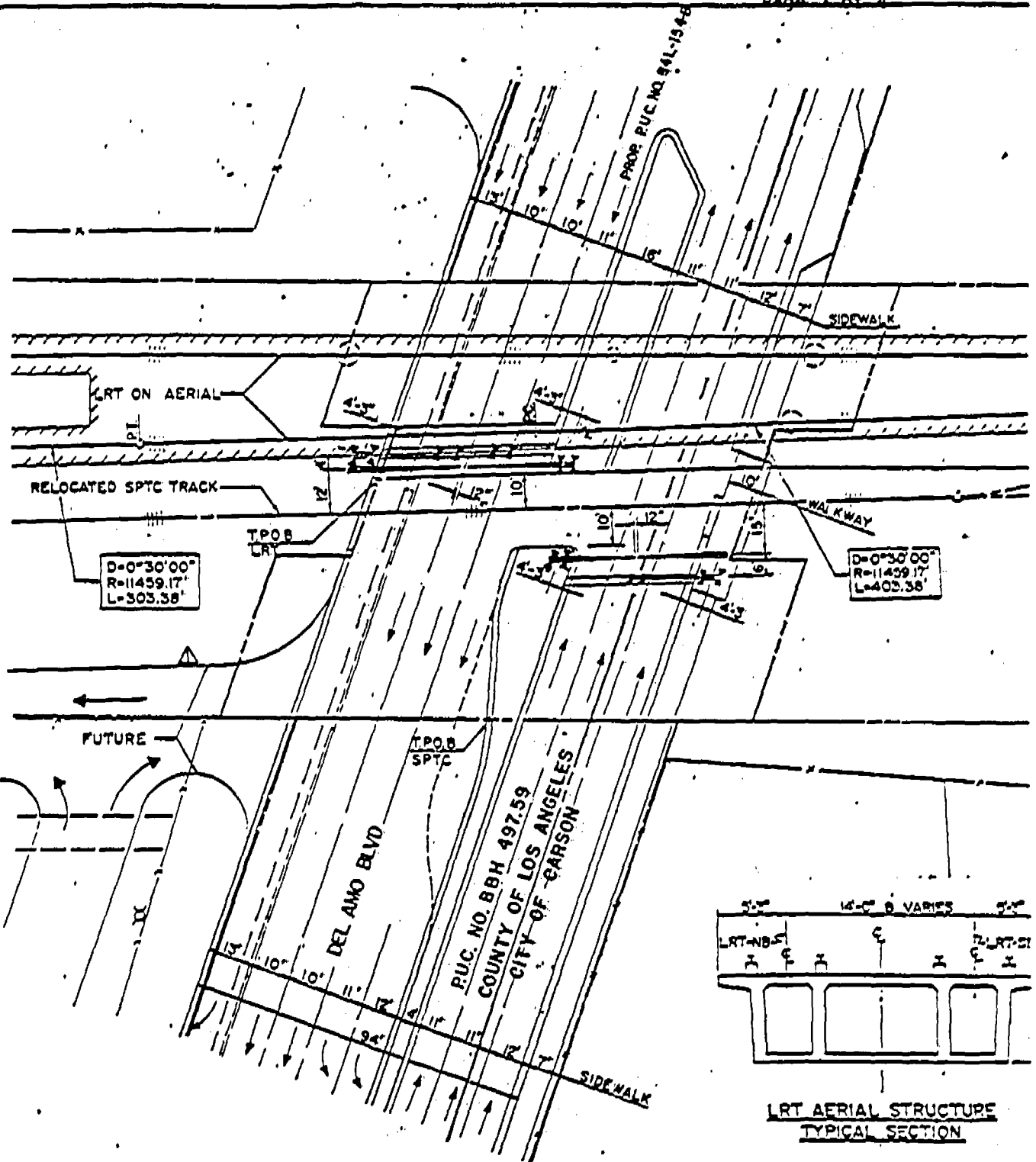
EXHIBIT A

TRANSPORTATION COMMISSION  
Beach-Los Angeles Rail Transit Project

Southern California Rail Consultants  
A Joint Venture of  
Southern California Gas & Electric, Inc.  
Southern California Edison Company  
Southern California Gas Company  
Southern California Telephone Company  
Southern California Telephone Company  
Southern California Telephone Company  
APPROVED:

PROPOSED TRACK RELOCATION AND ALTERATION AT  
ROAD CROSSINGS  
KEY PLAN

CONTRACT NO.  
DRAWING NO. 4-17-87  
REV. SHEET NO.  
SCALE  
APPROX 1"=1000'



LRT AERIAL STRUCTURE  
TYPICAL SECTION



**LEGEND**

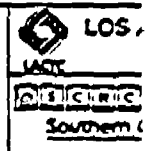
- CPUC STANDARD NO. 9
- CPUC STANDARD NO. 9-A
- STREET LIGHT

**DEL AMO BOULEVARD  
PLAN**

- EXISTING GUTTER TO BE REMOVED
- EXISTING CURB TO BE REMOVED
- FINAL GUTTER
- FINAL CURB


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any other financial product  
or any other service.  
For more information,  
contact your agent or  
the company.

DESIGNED BY  
DRAWN BY  
CHECKED BY  
APPROVED BY



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