

Decision 91 03 067 MAR 22 1991

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the CITY OF PARAMOUNT )  
for an Order Authorizing Construction of a )  
Grade Separation of Alondra Boulevard )  
Under the Union Pacific Railroad Tracks, )  
Crossing No. 3A-12.3 )

**ORIGINAL**  
Application 90-12-062  
(Filed December 24, 1990)

O P I N I O N

The City of Paramount (City) requests authority to construct the Alondra Boulevard Underpass at separated grades under the tracks of Union Pacific Railroad Company's (UP) San Pedro Branch Line in Paramount, Los Angeles County.

The proposed underpass will be approximately 65 feet in width and will carry UP's mainline track, siding track, a future third track and a maintenance road across the depressed Alondra Boulevard. The total structure length will be approximately 140 feet, measured from back-to-back of abutments. A temporary shoofly track will be required to maintain rail traffic during construction. The vertical gradient of the shoofly will be approximately the same as the existing tracks.

Alondra Boulevard is major east/west arterial street of regional significance. It extends through several cities in Los Angeles County and provides access to four freeways: Interstate Route 5 (I-5) - Santa Ana Freeway; Interstate Route 605 (I-605) - San Gabriel River Freeway; Interstate Route 710 (I-710) - Long Beach Freeway; Interstate Route 110 (I-110) - Harbor Freeway. The Alondra Boulevard grade separation project ranks number 2 on the Commission's 1990/91 Grade Separation Priority List (I.89-09-021) dated June 20, 1990.

The construction of a grade separation at the proposed location is needed to alleviate existing traffic congestion and delays occurring at the crossings and to eliminate a high accident potential. It will also provide for safe uninterrupted access for emergency vehicles and school buses. As part of the project the adjacent existing crossing of Jackson Street will be closed and physically removed.

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. City has determined that the project is exempt from CEQA under PR Code Section 21080.13.

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

On February 6, 1991, the United Transportation Union (UTU) filed a Motion to Accept a Late-Filed Protest and Request for Hearing. By letter dated March 11, 1991, UTU withdrew the motion and request. UTU stated that delay in receiving a copy of the application as requested from the City contributed to the filing of the motion and request.

The site of the proposed project has been inspected by the Commission's Traffic Engineering staff. After a review and analysis of future vehicular traffic volume and street geometrics of the area, the staff recommends that the application be granted.

City has met the filing requirements of the Commission's Rules of Practice and Procedure including Rule 38, which relates to the construction of public highways across railroads. Detailed drawings of the grade separation and street geometrics are included in the Appendix of this order.

#### Findings of Fact

1. Notice of this application was published in the Commission's Daily Calendar on January 2, 1991.

2. City requests authority under Public Utilities Code Sections 1201-1205 to construct the Alondra Boulevard Underpass at separated grades under the tracks of UP's San Pedro Branch Line in Paramount, Los Angeles County.

3. Railroad operations require temporary construction of a shoofly track easterly of UP's existing operating right-of-way during construction of the railroad bridge structures.

4. Construction of the proposed underpass is required to improve traffic circulation and access between the eastern and western portions of Paramount.

5. Public convenience, necessity and safety require construction of the Alondra Boulevard Underpass.

6. The proposed project would eliminate two at-grade crossings and result in the construction of a grade separated structure.

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

8. The Commission is a responsible agency for this project has reviewed and considered the lead agency's exemption determination.

9. The project will not have a significant impact on the environment.

10. The proposed underpass is ranked Number 2 on the Commission's Grade Separation Priority List.

11. This application must be approved by April 1, 1991 if the proposed project is to qualify for Grade Separation Priority funding this year.

12. On February 6, 1991, UTU filed a Motion to Accept a Late-Filed Protest and Request for Hearing. By letter dated March 11, 1991, UTU withdrew the motion and request.

#### Conclusion of Law

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

ORDER

IT IS ORDERED that:

1. City of Paramount (City) is authorized to construct Alondra Boulevard Undercrossing at separated grades under the tracks of the Union Pacific Railroad Company's (UP) San Pedro Branch Line in Paramount, Los Angeles County, at the location and substantially as shown by the plans attached to the application and the Appendix of this order, to be identified as Crossing 3A-12.3-B.

2. City is authorized to construct a temporary shoofly track east of the existing operating tracks during construction of the railroad bridge structure.

3. Upon completion of the railroad bridge structure and restoration of the train traffic to its former alignment, the temporary shoofly shall be closed and physically removed.

4. Upon restoration of both vehicular and train traffic to its normal operating patterns, existing Jackson Street identified as Crossing 3A-12.5 shall be closed and physically removed.

5. Clearances shall be in accordance with General Order (GO) 26-D. Walkways shall conform to GO 118.

6. 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, together with plans of the crossing approved by UP, shall be filed with the Commission's Safety Division prior to commencing construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

7. Within 30 days after completion of the work under this order, City shall notify the Commission's Safety Division 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.

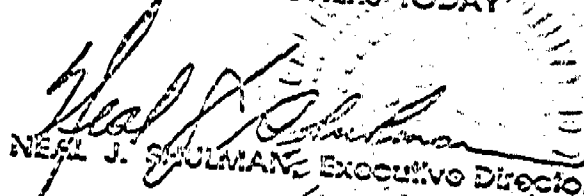
9. The application is granted as set forth above.

This order becomes effective 30 days from today.

Dated MAR 22 1991, at San Francisco, California.

PATRICIA M. ECKERT  
President  
G. MITCHELL WILK  
JOHN B. OHANIAN  
DANIEL WM. FESSLER  
NORMAN D. SHUMWAY  
Commissioners

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

  
NEAL J. SCHULMAN, Executive Director

ps

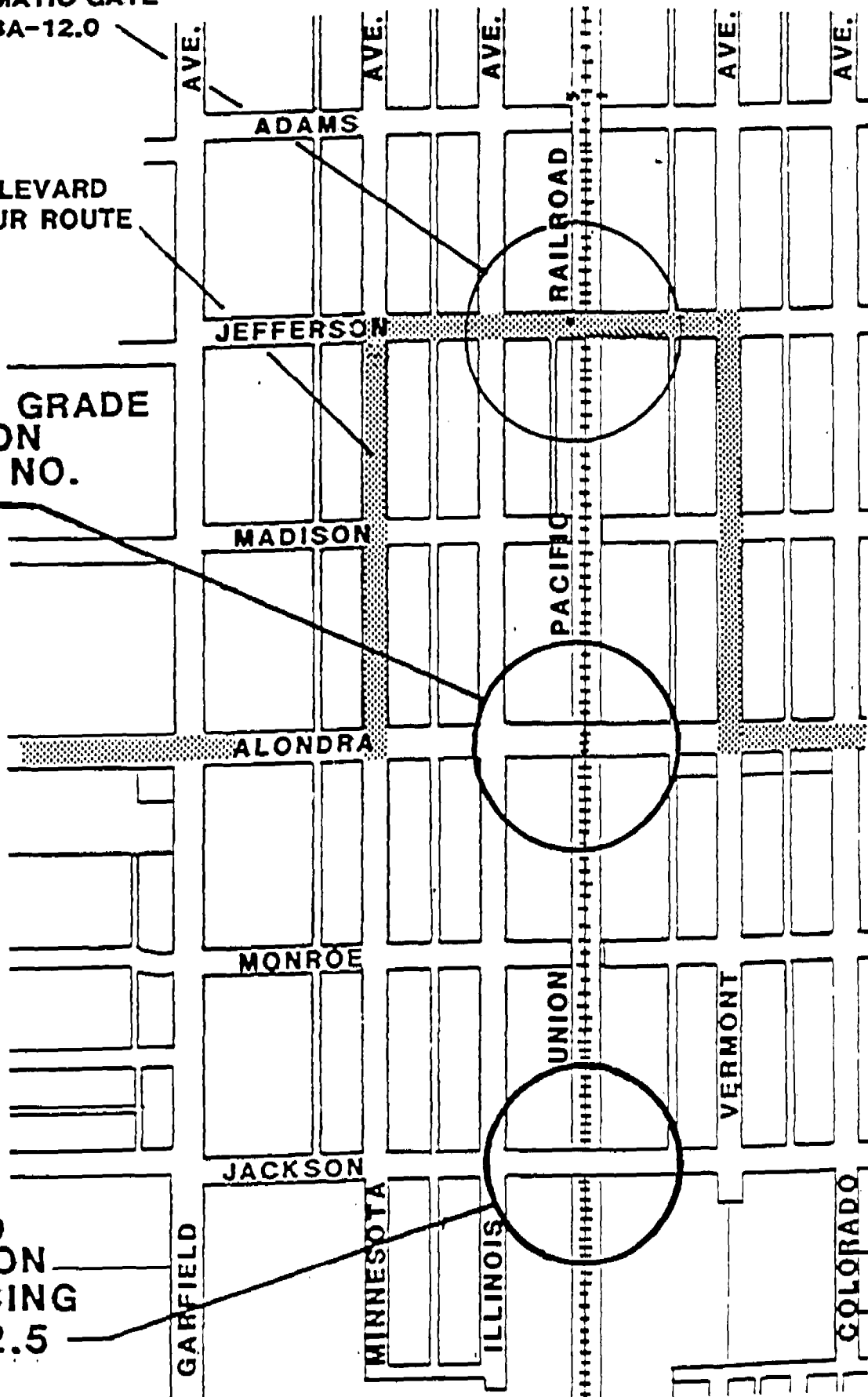


EXISTING AUTOMATIC GATE  
CROSSING NO. 3A-12.0

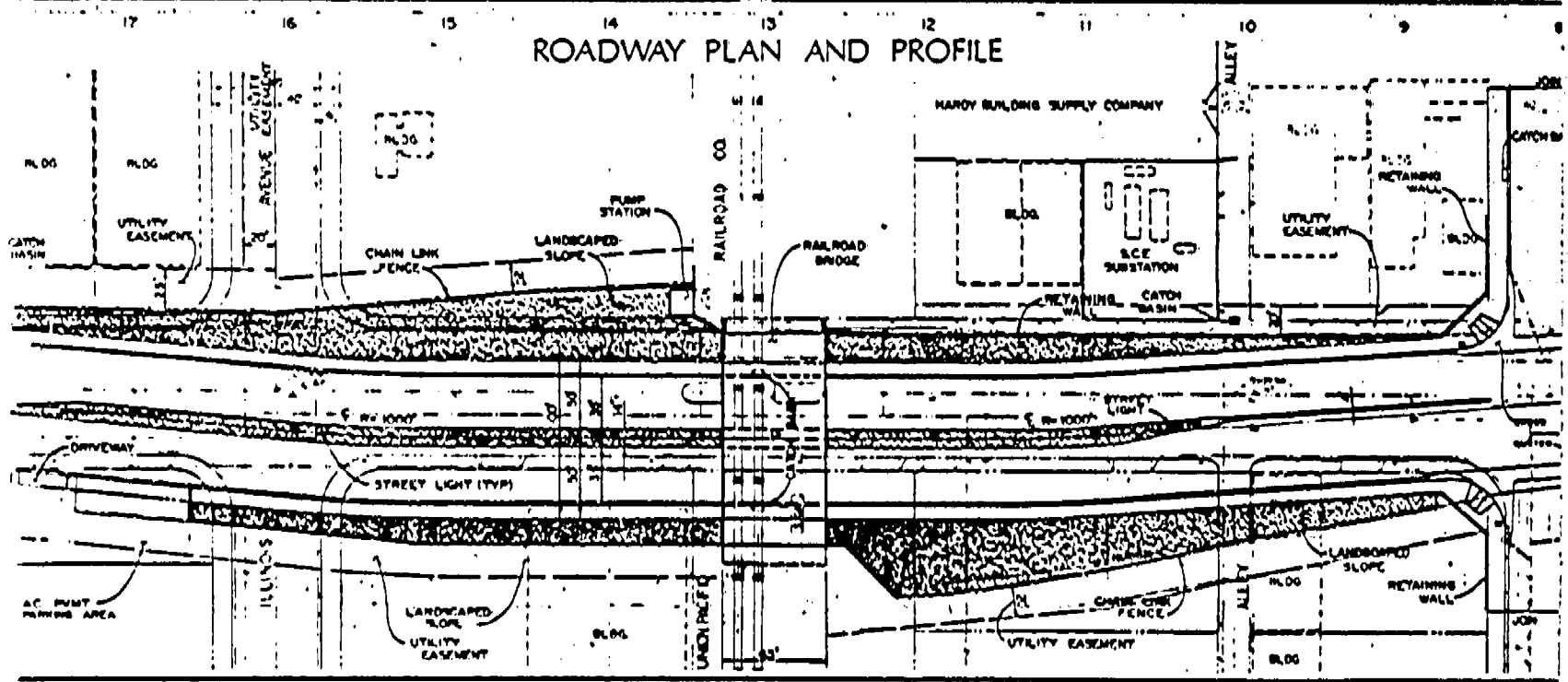
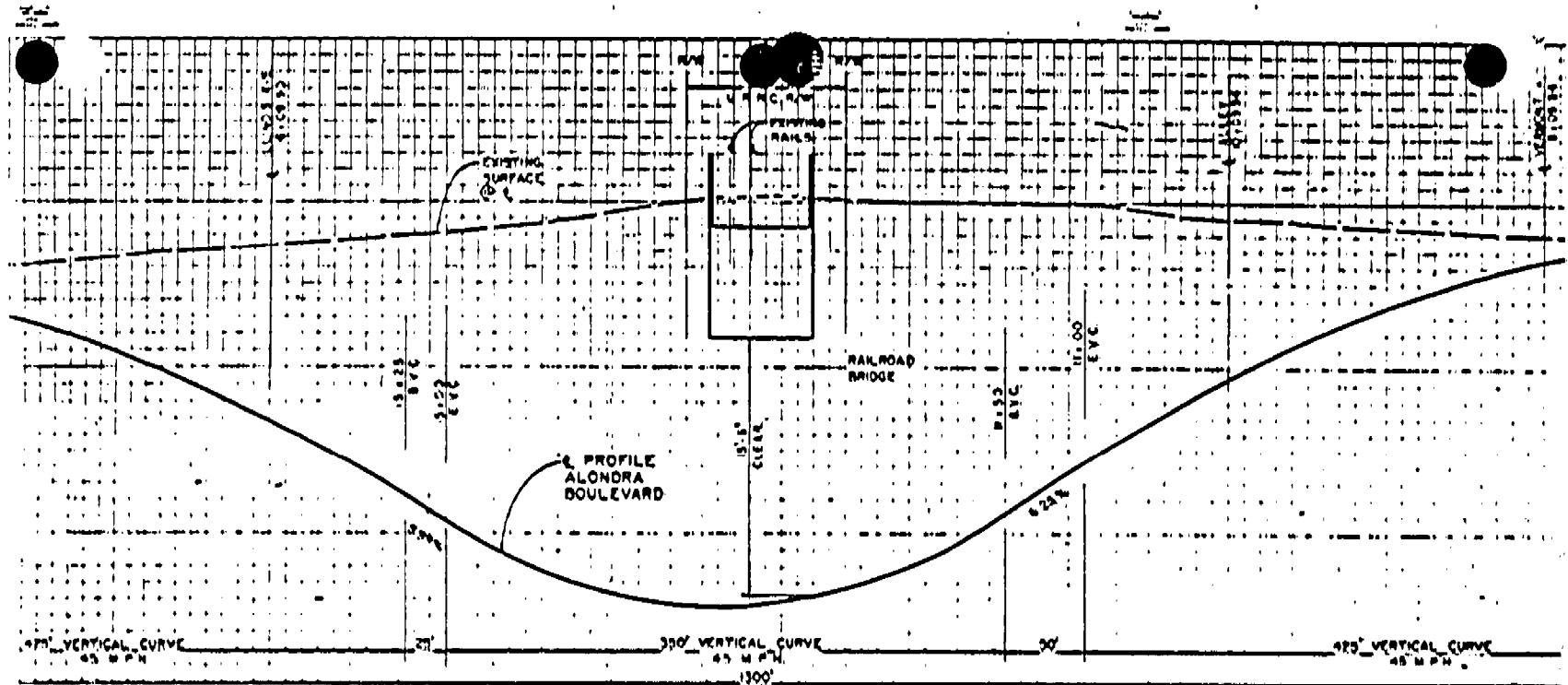
ALONDRA BOULEVARD  
TRAFFIC DETOUR ROUTE

PROPOSED GRADE  
SEPARATION  
CROSSING NO.  
3A-12.3

PROPOSED  
ELIMINATION  
OF CROSSING  
NO. 3A-12.5

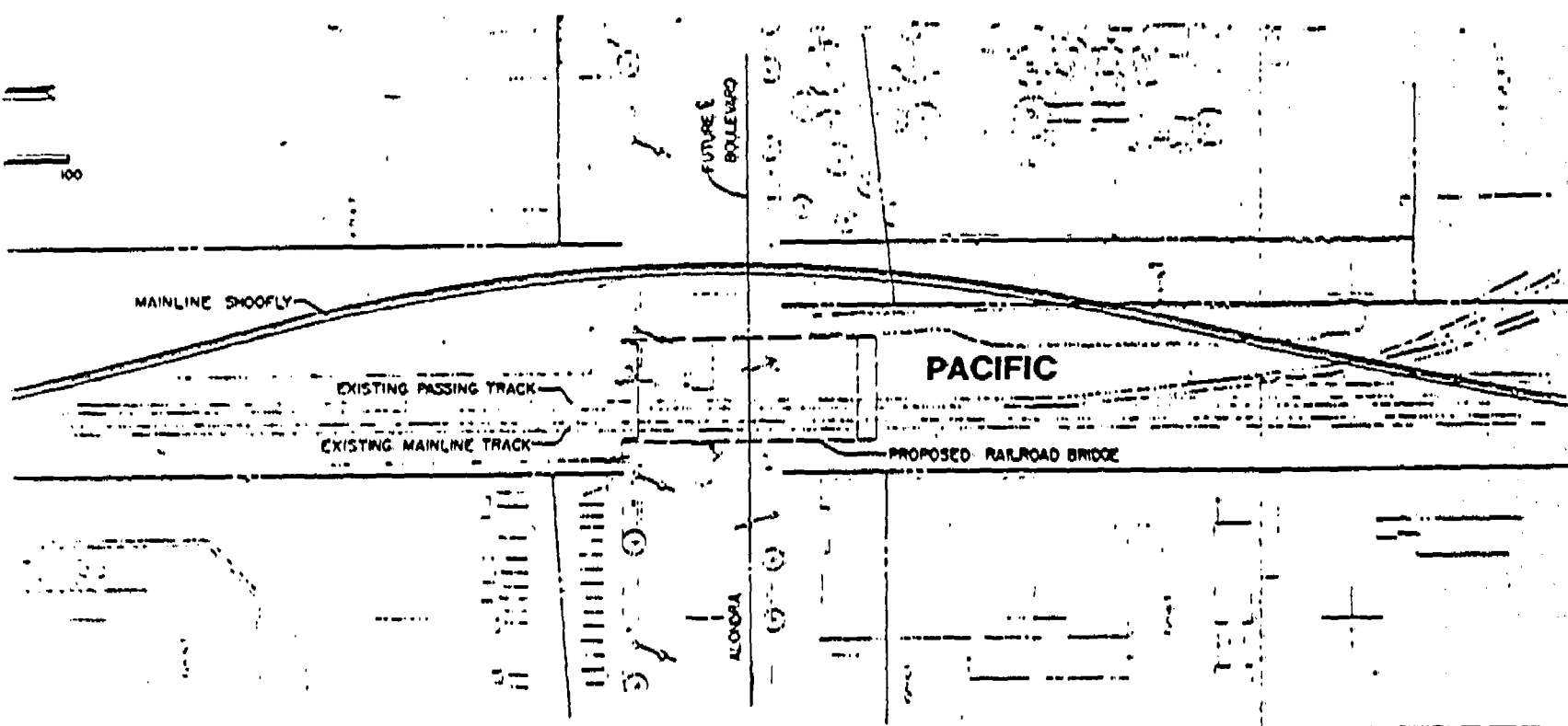


**EXHIBIT D**



# ALONDRA BOULEVARD UNDERPASS





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