

S/RRT/lc

Decision 92 03 047 MAR 11 1992

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 a commuter rail  
track at separated grade above the  
Southern Pacific Transportation  
Company Yuma Main Track at SPTC  
milepost 496.5 in the City of  
El Monte, County of Los Angeles,  
California.

ORIGINAL

Application 91-11-025  
(Filed November 6, 1991)

O P I N I O N

Los Angeles County Transportation Commission (LACTC), a member agency of Southern California Regional Rail Authority (SCRRA), requests authority to construct a track at separated grade over Southern Pacific Transportation Company's (SPT) Yuma main line, in El Monte, Los Angeles County.

The railroad-railroad grade separation is called the San Gabriel Flyover. It will connect portions of SCRRA's Los Angeles - San Bernardino commuter rail line along right-of-way adjacent to the SPT main line. The SCRRA line enters the adjacent rights-of-way in El Monte from the southwest, parallels the SPT line for 2.7 miles, then turns to the northeast in the Bassett district of City of Industry. The San Gabriel Flyover, 2,900 feet in length, is a reinforced concrete structure with prestressed and post-tensioned members. It will allow SCRRA trains to cross over the SPT main line without interruption of service on either line.

SCRRA is the five-county joint powers authority created under Public Utilities (PU) Code § 130255. By 1993 SCRRA commuter trains will operate from Union Station in downtown Los Angeles to Moorpark (Ventura County), Santa Clarita (north Los Angeles County), Orange, San Bernardino and Riverside Counties. SCRRA calls its commuter rail system "Metrolink". Metrolink will provide

an alternative for motorists dependant upon Southern California's freeways. Improved home-to-work travel times, reduced traffic, and reduced automotive air pollution are expected benefits. Metrolink is the regional rail program mandated by Senate Bill 1402 of 1990, PU Code §§ 130450 - 130455.

SCRRA is the lead agency for this project under the California Environmental Quality Act of 1970 (CEQA), as amended, Public Resources (PR) Code §§ 21000, et seq. SCRRA filed a Notice of Exemption with the Los Angeles County Clerk on September 18, 1991. The Metrolink projects, which institute passenger services on rail rights-of-way already in use, are statutorily exempt from CEQA under PR Code § 21080(b)(11).

The site of the proposed project has been inspected by the Commission's Safety Division staff - Traffic Engineering Section. Staff examined the need for and the safety of the railroad - railroad grade separation, which will eliminate a potential conflict of train movements between the two lines, and recommends that the flyover be approved.

The application was found to be in compliance with the Commission's filing requirements, including Rule 41 of Rules of Practice and Procedure which relates to the construction of railroads across railroads. Location maps and details from the project plans are shown in Appendix A. Copies of the agreements between SPT and LACTC have been furnished to the Commission staff.

Construction of the San Gabriel Flyover will require use of falsework during construction. LACTC requests a temporary exemption from the minimum vertical clearance requirements of General Order (GO) 26-D during use of this falsework. GO 26-D requires a vertical clearance of 22 feet 6 inches, while LACTC would maintain a minimum vertical clearance of 21 feet 6 inches during use of the falsework. SPT agrees to the 21 feet 6 inch reduced clearance over the Yuma main line track during construction. Horizontal clearances around the Yuma main line

track during construction of the San Gabriel Flyover would not be impaired.

Findings of Fact

1. Notice of the application was published in the Commission's daily calendar on November 21, 1991. No protests have been received. A public hearing is not necessary.

2. LACTC, acting on behalf of SCRRA, requests that it be granted authority under PU Code §§ 1201-1205 to construct a track at separated grades over SPT's Yuma main line track at the location shown on Exhibits A, B and D attached to the application and Appendix A of this decision in El Monte, Los Angeles County.

3. LACTC is a member of SCRRA and is representing the joint-powers authority in this matter.

4. Construction of the railroad - railroad grade separation will allow uninterrupted use of both tracks and remove the potential for conflicting train movements.

5. Construction of the SCRRA railroad - SPT railroad grade separation is an essential element for the operation of commuter trains between Los Angeles and San Bernardino.

6. The project is part of the regional rail program mandated by Senate Bill 1402 of 1990.

7. Public convenience, necessity and safety require construction of the railroad - railroad grade separation as indicated in Appendix A attached to this order.

8. SCRRA is the lead agency for this project under CEQA, as amended.

9. The Commission has reviewed and considered the lead agency's determination that the project is statutorily exempt from the environmental reporting requirements of CEQA.

10. The 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 project is statutorily exempt from the environmental reporting requirements of CEQA.

O R D E R

IT IS ORDERED THAT:

1. Los Angeles County Transportation Commission (LACTC), acting on behalf of Southern California Regional Rail Authority (SCRRA), is authorized to construct a track at separated grade over Southern Pacific Transportation Company's (SPT) Yuma main line, at SPT milepost 496.5, in El Monte, Los Angeles County, at the location and substantially as shown by plans attached to the application and Appendix A of this order.
2. For the crossing over SPT clearances shall be in accordance with General Order (GO) 26-D; except that during construction a vertical clearance of 21 feet 6 inches above top of rail is approved. SPT is authorized to operate with the reduced clearance provided that instructions are issued informing SPT employees of the reduced clearance and forbidding them from riding on any car top beneath the structure and its falsework.
3. LACTC shall notify the Commission's Safety Division staff and SPT at least 15, but not more than 30, days in advance of the date when the temporarily impaired clearance is created.
4. 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.
5. For the SCRRA track on the San Gabriel Flyover clearances and walkways shall conform to GO 26-D and GO 118.

6. Construction and maintenance costs shall be borne in accordance with agreements entered into between the parties. If necessary, upon request 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, SCRRA shall notify the 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.

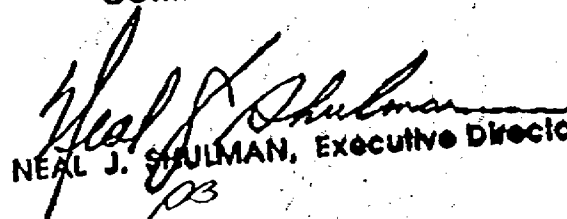
9. The application is granted as set forth above.

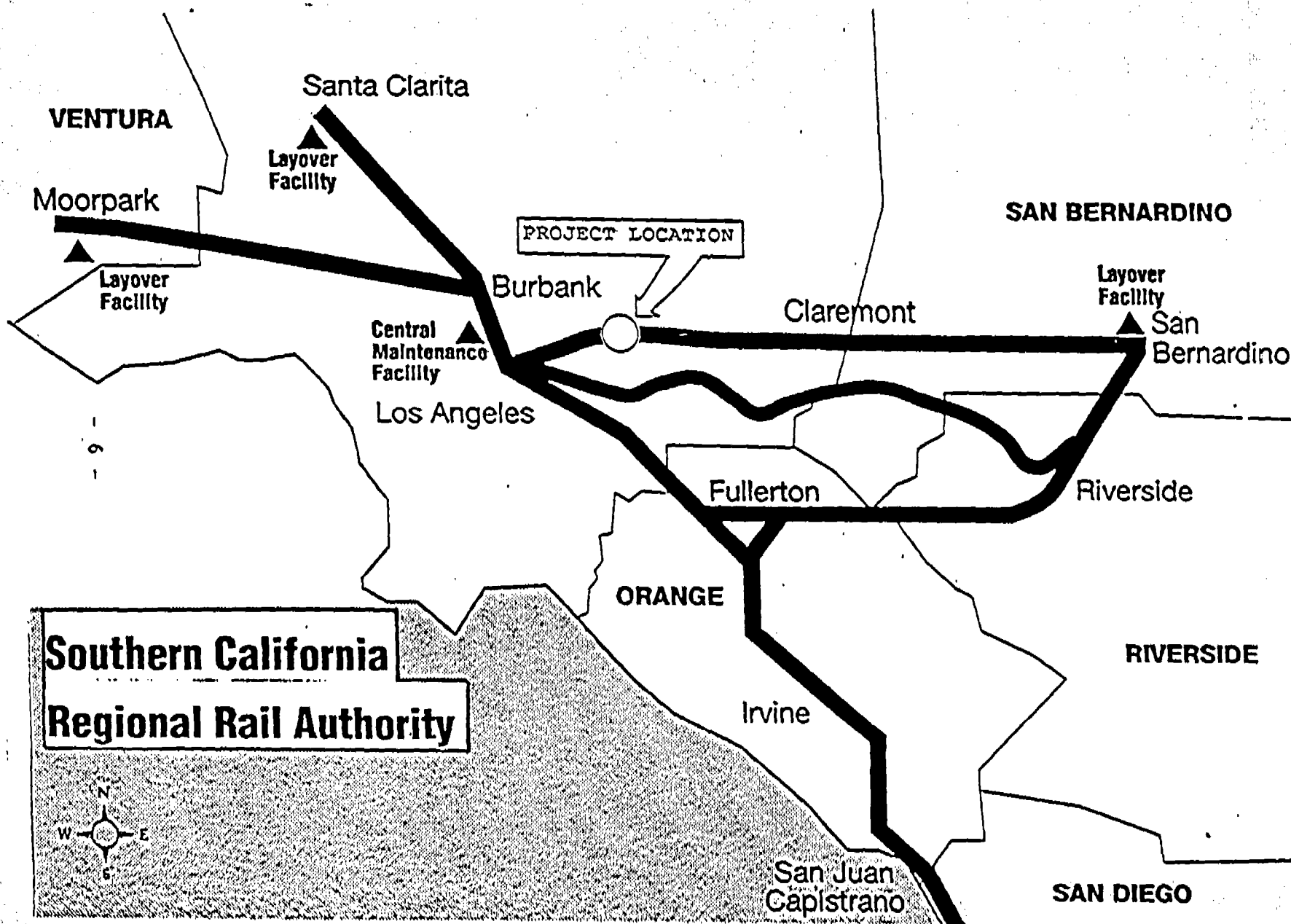
This order becomes effective 30 days from today.

Dated MAR 11 1992 at San Francisco, California.

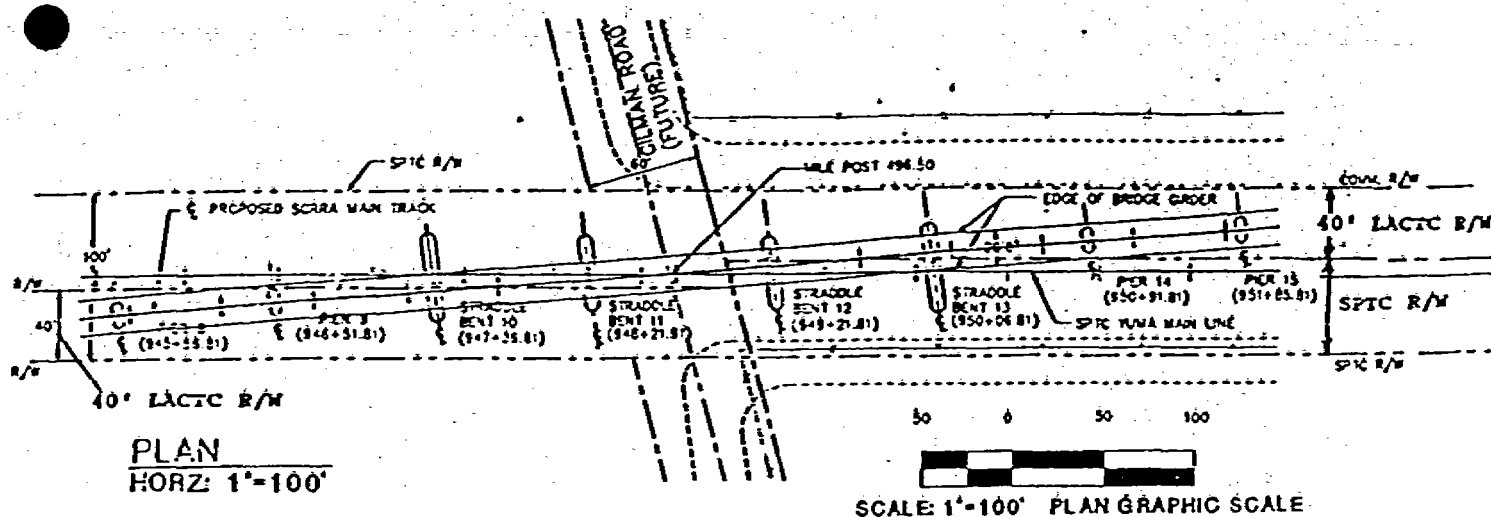
DANIEL Wm. FESSLER  
President  
JOHN B. OMANIAN  
PATRICIA M. ECKERT  
NORMAN D. SHUMWAY  
Commissioners

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

  
NEAL J. SHULMAN, Executive Director

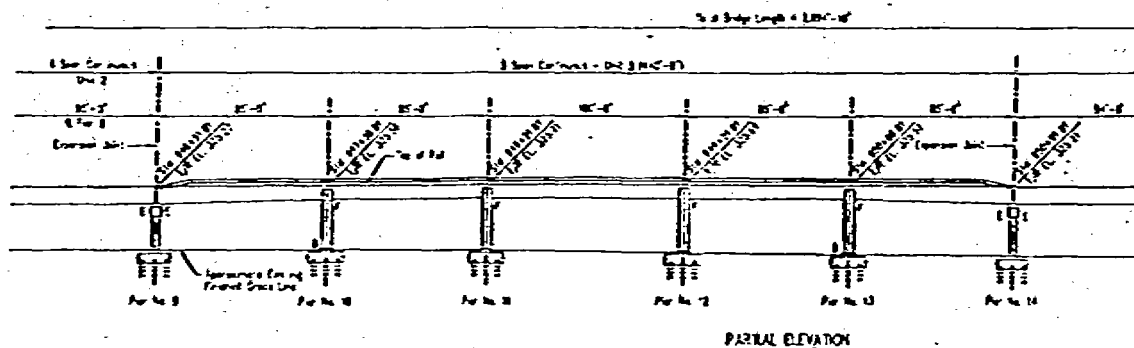






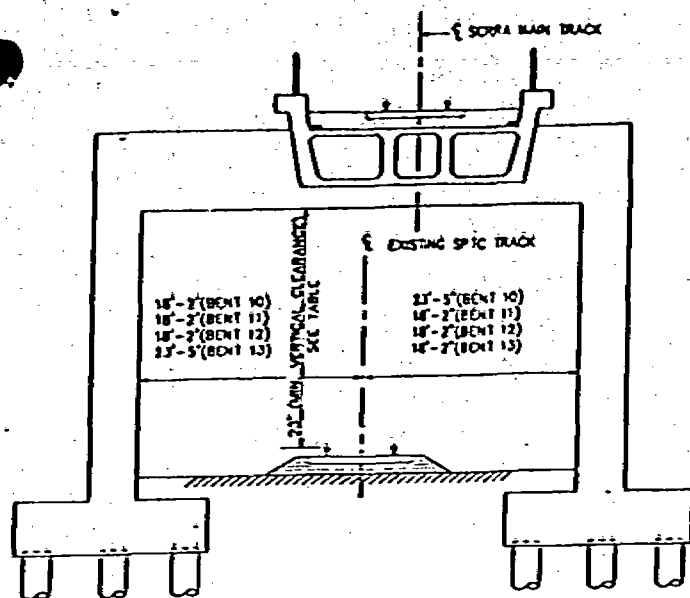
## VERTICAL CLEARANCES UNDER STRADOLE BENTS

BENT NO.	DISTANCE TOP RAIL SPIC TO UNDERSIDE OF BENT
BENT 10	23'-0" MIN.
BENT 11	23'-4" MIN.
BENT 12	23'-7" MIN.
BENT 13	23'-9" MIN.



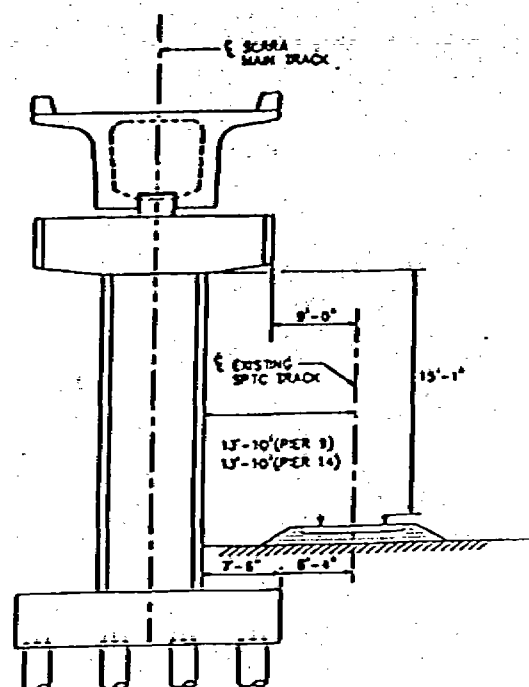
<b>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY</b> COMMUTER RAIL ENGINEERING, BRIDGE AND GRADE CROSSING INVENTORY		<b>COMMUTER RAIL-SAN BERNARDINO LINE</b>  <b>SAN GABRIEL FLYOVER</b> <b>GENERAL PLAN</b>
SUBMITTED: <i>David R. Harris</i> HARRIS Frederic R. Harris, Inc.	APPROVED: <i>David R. Harris</i> David R. Harris, Inc.	





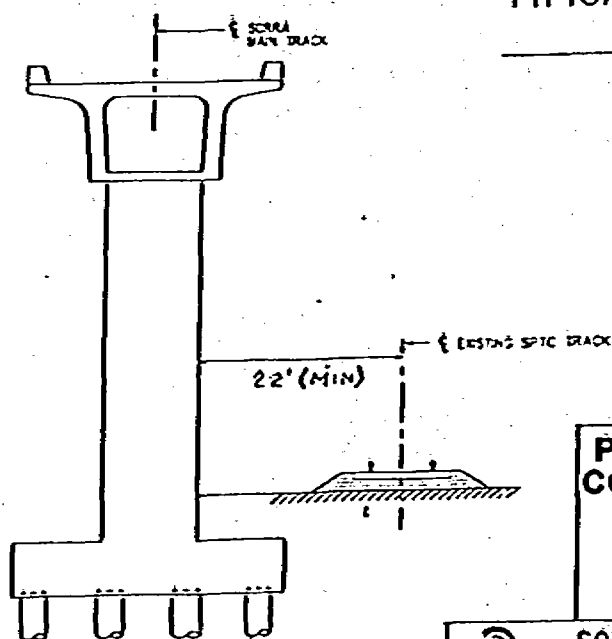
TYPICAL STRADDLE BENT SECTION  
BENTS 10, 11, 12 AND 13

NOT TO SCALE



TYPICAL EXPANSION PIER SECTION  
PIERS 9 AND 14

NOT TO SCALE



TYPICAL FIXED PIER SECTION  
PIERS 8 AND 15

NOT TO SCALE

**PROPOSED GRADE SEPARATION FOR  
COMMUTER TRACK OVER SPTC YUMA  
MAIN LINE TRACK  
AT MILE POST 496.50  
CITY OF EL MONTE**



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY



WILLOAN ASSOCIATES  
ENGINEERS AND PLANNERS



Frederick R. Harris, Inc.