

AM

Decision No. 87529 June 28, 1977

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the)
City of Torrance to Construct a Grade)
Separation of Crenshaw Blvd. under the)
Tracks of The Atchison, Topeka and Santa)
Fe Railway Company in the City of)
Torrance, County of Los Angeles.)

Application No. 57044
(Filed January 31, 1977)

O P I N I O N

The City of Torrance requests authority to construct a grade separation of Crenshaw Boulevard under the tracks of The Atchison, Topeka and Santa Fe Railway Company's Harbor Branch in the City of Torrance, Los Angeles County.

Authorization is also requested to construct a temporary detour (shoofly) at-grade crossing. After completion of the separation structure and its opening to vehicular traffic, the existing at-grade crossing and temporary detour at-grade crossing will be abandoned and physically closed.

The priority list of grade separation projects for the fiscal year 1976-77, as set forth in Decision 85991, shows this project as Priority No. 2.

The City of Torrance is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended. After review of an Environmental Impact Report, the city approved the project and on April 17, 1977 filed a Notice of Determination with the Los Angeles County Clerk which found that "the project may have an adverse environmental impact but that the need for the project override and surpass any adverse environmental impact."

Notice of the application was published in the Commission's Daily Calendar on February 2, 1977. No protests have been received. A public hearing is not necessary.

F I N D I N G S

After consideration, the Commission finds:

1. Applicant should be authorized to construct Crenshaw Boulevard at separated grades under the tracks of The Atchison, Topeka and Santa Fe Railway Company's Harbor Branch in the City of Torrance, Los Angeles County, at the location and substantially as shown by plans attached to the application, to be identified as Crossing 2H-20.9-B.
2. Applicant should also be authorized to construct a temporary detour crossing at grade across Crenshaw Blvd. to be identified as Crossing 2H-20.91.
3. Protection at the temporary detour crossing should be four Standard No. 9 (General Order 75-C) automatic gate-type signals.
4. Upon completion of the grade separation structure and its opening to vehicular traffic, the existing grade crossing (Crossing 2H-20.9) and temporary detour grade crossing (Crossing 2H-20.91) should be abandoned and physically closed and the automatic protection removed.
5. Clearances should be in accordance with General Order 26-D.
6. Walkway areas should conform to General Order 118. Walkway areas adjacent to any trackage subject to rail operations should be maintained free of obstructions and should promptly be restored to their original condition in the event of damage during construction.
7. Construction and maintenance costs should be borne in accordance with an agreement to be entered into between the parties relative thereto, and a copy of said agreement, together with plans of the crossing approved by The Atchison, Topeka and Santa Fe Railway Company, should 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.

2. Applicant is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended, and on March 17, 1976 approved its Environmental Impact Report which has been filed with the Commission. The Commission has considered the Environmental Impact Report and Notice of Determination in rendering its decision on this project and finds that the benefits of the project involved in this proceeding outweigh any adverse effects and that it should be approved in view of the public benefits to be derived.

C O N C L U S I O N S

On the basis of the foregoing findings, we conclude that the application should be granted as set forth in the following order:

O R D E R

IT IS ORDERED that:

1. The City of Torrance is authorized to construct Crenshaw Boulevard at separated grades under the tracks of The Atchison, Topeka and Santa Fe Railway Company's Harbor Branch in the City of Torrance, Los Angeles County, as set forth in the findings of this decision.
2. Within thirty days after completion, pursuant to this order, applicant shall so advise the Commission in writing.

This authorization shall expire if not exercised within three years unless time be extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity or safety so require.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 28th day of JUNE, 1977.

Robert Bateman

President

William Lyons Jr.

Verizon L. Livingston

Richard D. Howell

Commissioners