

SD

Decision No. 91810

MAY 20 1980

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of SOUTHERN PACIFIC TRANSPORTATION COMPANY for an order authorizing the construction at grade of an industrial drill track in, upon and across 233rd Street in the City of Carson, County of Los Angeles, State of California.

Application No. 59338
(Filed December 17, 1979)

O P I N I O N

As part of the project to extend an industrial drill track to serve additional industries in the Watson Industrial Center, the Southern Pacific Transportation Company requests authority to construct an industrial drill track at grade across 233rd Street in the City of Carson, Los Angeles County.

The City of Carson is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended, Public Resources Code, Section 21000, et seq.

After preparation and review of an Initial Study, the City of Carson issued a Negative Declaration and approved the project. On January 28, 1980, a Notice of Determination was filed with the Los Angeles County Clerk which found that "The project will not have a significant effect on the environment."

The Commission is a responsible agency for this project under CEQA and has independently evaluated and assessed the lead agency's Initial Study and Negative Declaration. The site of the proposed project has also been inspected by the Commission staff.

The proposed industrial drill track will provide rail service to additional industries in the Watson Industrial Center. The project is in accord with the City's adopted General Plan which designates the area for industrial development.

Notice of the application was published in the Commission's Daily Calendar on December 18, 1979. 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 an industrial drill track at grade across 233rd Street in the City of Carson, Los Angeles County, at the location and substantially as shown by the plan attached to the application, to be identified as crossing BBM-500.98-C.

2. Construction of the crossing should be equal or superior to Standard No. 1 of General Order 72-B.

3. Clearances should conform to General Order 26-D. Walkways should conform to General Order 118.

4. Protection at the crossing should be two Standard No. 2-A automatic flashing-light signals with cantilevers (General Order 75-C).

5. For a period not to exceed one year from the date of this order, protection at the crossing may be two Standard No. 1-R crossing signs (General Order 75-C). The signs should be lettered, both sides, on reflectorized white background. No on-rail vehicle should operate over the crossing unless it is first brought to a stop and traffic on the street protected by a member of the crew, or other competent employee of the railroad, acting as a flagman. The flagman should place a minimum of two fuses on each side of the track prior to entry of the on-rail vehicle into the crossing.

6. Written instruction should be issued by the railroad to trainmen, operating over the crossing, to comply with the flagging instructions. A copy of the instructions should be filed with the Commission within thirty days after installation of the crossing. Suitable signs should be installed on both sides of 233rd Street, calling the attention of trainmen to the flagging instructions. Flagging procedures outlined herein should remain in full force until the required automatic protection is installed and operative.

7. Construction cost of the crossing and installation cost of the automatic protection should be borne by the applicant.

8. Maintenance of the crossing should be in accordance with General Order No. 72-B. Maintenance cost of the automatic protection should be borne by the applicant.

