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Decision 95-11-022 November 8, 1995

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of Long Beach for an Order authorizing construction of a crossing at separated grades between South Street and the San Pedro Branch tracks of the Union Pacific Railroad Company, referred to as the South Street Underpass\* (PUC Crossing No. 3A-14.3-B)

Application 95-06-022  
(Filed June 8, 1995)

O P I N I O N

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

City also requests authority to construct a temporary shoofly easterly of the branch tracks during construction of the grade separation to facilitate excavation and earthwork removal, as well as the actual removal of existing at-grade crossing of South Street.

As part of an integral master plan of development in and adjacent to the City, South Street Underpass would serve as a major east/west arterial street, providing continuous access to the northerly portion of Long Beach and reducing conflicts for public safety and emergency vehicles.

The proposed grade separation will be approximately 37 feet in width and will carry UP's single main west track and future main east track across the depressed South Street. The structure is two span with total structure length approximately 103 feet, measured from back-to-back of abutments. The proposed South Street will carry six vehicular through lanes and two 5-foot sidewalks and median.

During construction, South Street will remain open to through traffic by use of staged construction: Rail traffic will be rerouted on a temporary shoofly. Existing at-grade South Street Crossing will be permanent closed. Two temporary at-grade crossings will be constructed at each stage of construction to accommodate through traffic. Upon completion of the grade separation and its availability to public traffic, temporary at-grade crossings will be entirely removed and closed.

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 this project, the elimination of an existing at-grade crossing, is categorically exempt from the reporting requirements of 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 exemption determination. The site of the proposed project has been inspected by the Commission's Safety and Enforcement Division staff. Staff examined the need for and the safety of the proposed grade crossing and recommends that the application be approved.

The application was found to be in compliance under the Commission's filing requirements, including Rule 38 of Rules of Practice and Procedure which relates to the construction of public highway crossings and separations over a railroad. A site map and detailed drawing of the Underpass structure are shown in Appendix A.

#### Findings of Fact

1. Notice of the Application was published in the Commission Daily Calendar on June 28, 1995. No protests have been received. A public hearing is not necessary.

2. City requests authority under Public Utilities Code Sections 1201-1205 to construct South Street Underpass grade separation under the tracks of UP's San Pedro Branch line between

Candlewood Street and Artesia Boulevard in Long Beach, Los Angeles County.

3. The proposed underpass is required to provide traffic circulation and access to the northerly portion of Long Beach.

4. Public convenience, necessity and safety require construction the South Street Underpass.

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

6. Upon commencement of construction, the existing at-grade crossing at South Street will be closed permanently.

7. To accommodate through traffic on South Street, two new temporary detour at-grade crossings will be constructed at each stage of construction. Upon completion of the South Street Underpass and its opening to vehicular traffic, temporary detour at-grade crossings will be closed.

8. Public safety requires that temporary detour at-grade crossings be protected by two Standard No. 9 automatic gate-type signals (General Order (GO) 75-C).

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

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

#### Conclusions of Law

1. Under Public Resources Code Section 21080.13, the activity is exempted from the requirements set forth in CEQA; therefore the guidelines (14 Cal. Admin. Code - Division 6) concerning the evaluation of projects and the preparation and review of environmental documents do not apply.

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

ORDER

IT IS ORDERED that:

1. City of Long Beach (City) is authorized to construct South Street Underpass at separated grades under the tracks of Union Pacific Railroad Company's (UP) San Pedro Branch Line in Long Beach, Los Angeles County, at the location and substantially as shown by plans attached to the application and Appendix "A" of this order, to be identified as Crossing No. 3A-14.3-B.

2. In connection with the construction of the South Street Underpass, City is authorized to construct a temporary shoofly track easterly of the existing UP track.

3. City is also authorized to construct temporary detour crossings, protected by automatic crossing protection, as more fully described by paragraph 12 and Exhibit B-1 of the instant application.

4. Existing traffic on South Street will be routed over the temporary crossings, and South Street will be closed and physically removed to facilitate the construction of the railroad grade separation structure. Upon completion of the South Street Overhead and its opening to vehicular traffic, all temporary detour at-grade crossings will be closed and physically removed.

5. Protection at the temporary detour crossing shall be two Standard No. 9 automatic gate-type signals (General Order (GO) 75-C), which shall be removed upon opening of the Underpass.

6. Clearances shall be in accordance with GO 26-D. Walkways shall conform to GO 118. Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties. A copy of the agreement, together with plans approved by UP, shall be filed with the Commission's Safety and Enforcement Division staff 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 and Enforcement Division in writing that the authorized work has been completed.

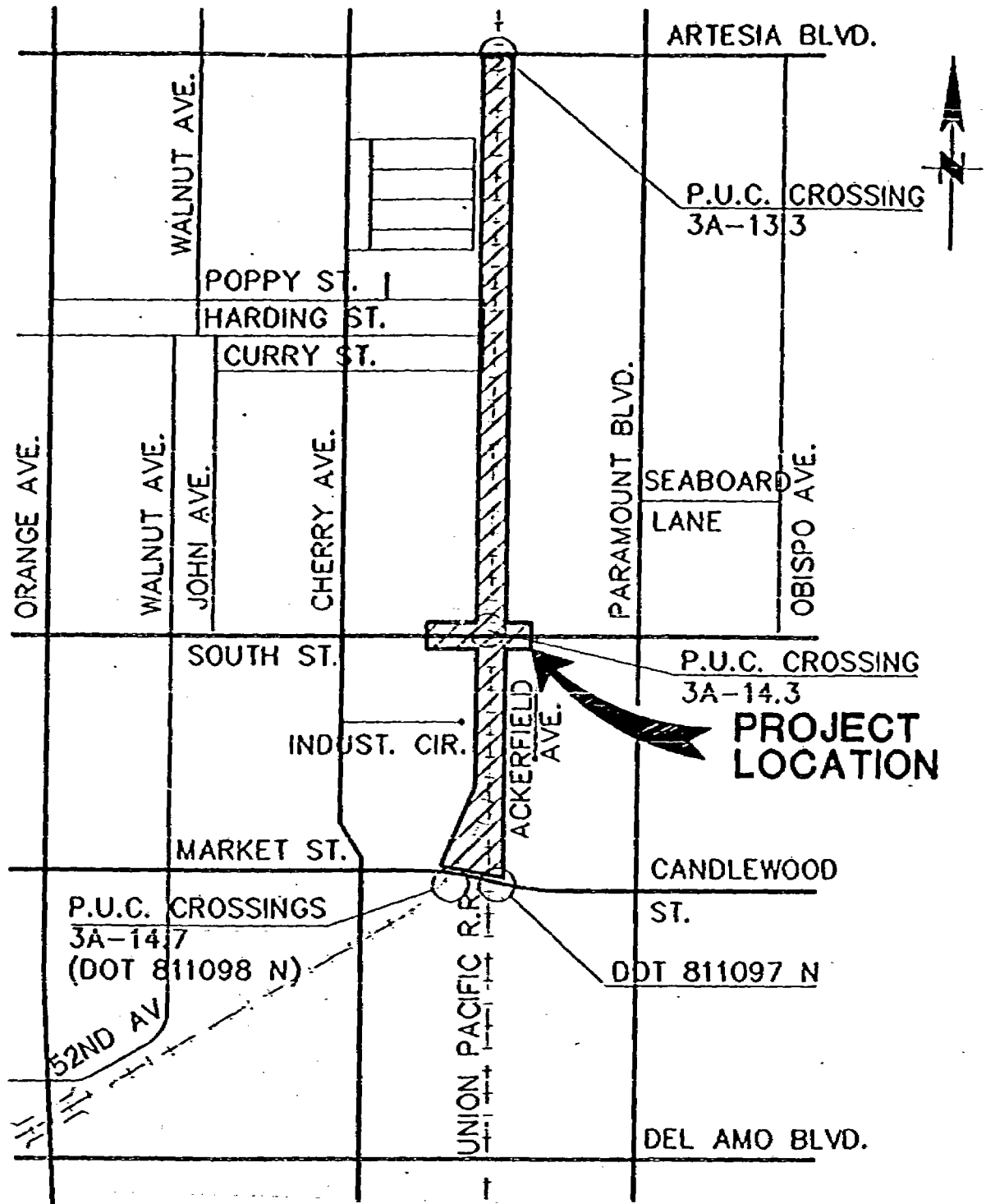
8. This authorization shall expire if not exercised within three years unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

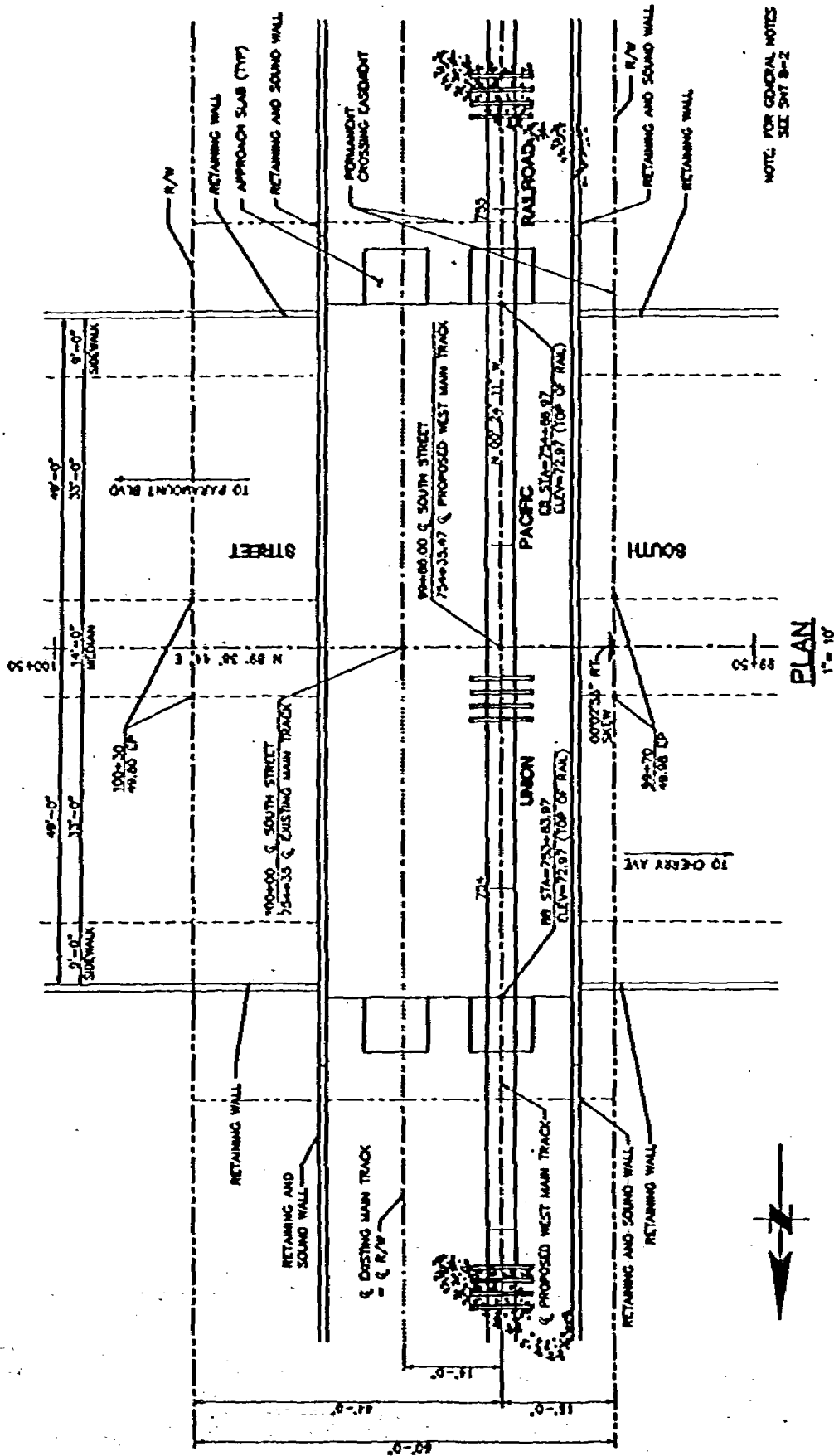
6. The application is granted as set forth above.

This order becomes effective 30 days from today.

Dated November 8, 1995, at San Francisco, California.

DANIEL Wm. FESSLER  
President  
P. GREGORY CONLON  
JESSIE J. KNIGHT, JR.  
HENRY M. DUQUE  
JOSIAH L. NEEPER  
Commissioners





NOTE: FOR GENERAL NOTES  
SEE SHEET S-2