

Decision 98-01-039 January 21, 1998

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

APPLICATION OF THE COUNTY OF LOS)	
ANGELES FOR THE CONSTRUCTION OF)	
THE GRADE SEPARATION OF DEL AMO)	Application 97-07-006
BOULEVARD OVER THE UNION PACIFIC)	(Filed July 9, 1997)
RAILROAD COMPANY'S CROSSING)	
BG-497.2)	

O P I N I O N

County of Los Angeles (County), also acting on behalf of the City of Carson (City), requests authority to construct Del Amo Boulevard Overhead at separated grades over the tracks of Union Pacific Railroad Company's (UP) San Pedro and Wilmington Branch Lines, formerly owned by Southern Pacific Transportation Company (SPT), and to relocate and alter Rancho Way at-grade crossing, construct Laurel Park Road temporary at-grade crossing, enhance the protection at Laurel Park Road existing at-grade crossing, and close existing Del Amo Boulevard and Dominguez Street at-grade crossings in and near Carson, Los Angeles County, as set forth in Appendix A.

The proposed Del Amo Boulevard Overhead is an essential element of Alameda Corridor Transportation Authority's (ACTA) Consolidated Transportation Corridor and will alleviate traffic congestion on both Del Amo Boulevard and Alameda Street due to traffic delays at the existing Del Amo Boulevard at-grade crossings, conserve energy, reduce air pollution in the area, and facilitate the shipment of freight to and from the Ports of Long Beach and Los Angeles. Del Amo Boulevard, a primary route used by police and other emergency response vehicles, is a major east-west arterial extending easterly from Carson to Cerritos in Los Angeles County. Del Amo Boulevard currently intersects both the east and west barrels of Alameda Street, which is part of the Alameda

A. 97-07-006 RSAC/RRT/sh

Corridor. Alameda Street will serve as the vehicular corridor for truck traffic from the Port areas to the inland Los Angeles area.

Decision (D.) 88-03-058, dated March 23, 1988, in Application (A.) 88-02-001, granted authority to City to construct Del Amo Boulevard at separated grades over the tracks of SPT's San Pedro and Wilmington Branch Lines in Carson, Los Angeles County. Resolutions TED-39 and TED-60 of the Commission's Safety Division granted a two-year extension of time from April 23, 1991, to April 23, 1993, and a second two-year extension of time from April 23, 1993, to April 23, 1995, respectively, to complete construction of the grade separation Overhead.

At an on-site meeting held on July 26, 1995, the various participating parties, which included members of the Los Angeles County Department of Public Works, engineering consultants, railroad engineers and the Commission Staff, came to the conclusion that the authority granted by D.88-03-058 in A.88-02-001 should be allowed to expire and that a new application should be filed by the County.

The new application would incorporate new engineering design changes which include a request for authority to construct a temporary at-grade crossing at Laurel Park Road and to relocate and alter Rancho Way at-grade crossing as more fully described in the instant application and Appendix A of this order.

County 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. County has determined that this project, the elimination of existing at-grade crossings, 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's exemption determination. The existing Del Amo Boulevard, Dominguez Street, Laurel Park Road, and Rancho Way at-grade crossings and adjacent areas have been inspected by the Commission's Rail Safety

and Carriers Division - Traffic Engineering Staff. After reviewing the need for and safety of the proposed Del Amo Boulevard Overhead, Staff recommends that County's request be granted.

The application complies with the Commission's filing requirements, including Rule 38 of the 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 proposed structure are shown in Appendix A. The proposed project is to be completed in four stages as shown in Sheets 14 and 15 of Exhibit D of the application.

Findings of Fact

1. Notice of the application was published in the Commission's Daily Calendar on July 11, 1997. No protests have been received. A public hearing is not necessary.
2. County requests authority under Public Utilities Code Sections 1201-1205 to construct Del Amo Boulevard at separated grades over the tracks of UP's San Pedro and Wilmington Branch Lines, formerly owned by Southern Pacific Transportation Company (SPT), and to perform other project construction related activities as more fully described by text and plans attached to Application 97-07-006 and Appendix A of this order.
3. Construction of Del Amo Boulevard Overhead will alleviate traffic congestion on both Del Amo Boulevard and Alameda Street due to current traffic delays at the existing Del Amo Boulevard at-grade crossings, conserve energy, reduce air pollution in the area, and facilitate the shipment of freight to and from the Ports of Long Beach and Los Angeles.
4. Construction of Del Amo Boulevard Overhead is required to carry vehicular traffic over the heavily used ACTA Consolidated Transportation Corridor and Alameda Street, which will serve as the vehicular corridor for truck traffic from the Port areas to the inland Los Angeles area.

5. Public convenience, necessity and safety require the construction of Del Amo Boulevard Overhead and the permanent closure and physical removal of the existing Del Amo Boulevard and Dominguez Street at-grade crossings, and all other grade separation project related activities as more fully indicated and described in the application and Appendix A attached to this order.

6. Public safety requires that protection be two Standard No. 9-A automatic gate-type signals with additional flashing lights on cantilever arms (General Order (GO) 75-C), each at the realigned and altered Rancho Way at-grade crossing and Laurel Park Road existing and temporary at-grade crossings, as set forth in Appendix A.

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

8. 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.

O R D E R

IT IS ORDERED that:

1. County of Los Angeles (County), also acting on behalf of City of Carson (City), is authorized to construct Del Amo Boulevard Overhead at separated grades over the tracks of Union Pacific Railroad Company's (UP) San Pedro and Wilmington Branch Lines, formerly owned by Southern Pacific Transportation Company (SPT), in Carson, Los Angeles County, at the location and substantially as shown by plans (Sheets 1 through 30) attached to the application, to be identified as Crossings BG-497.2-A (San Pedro Branch) and BBM-497.56-A (Wilmington Branch).

2. Upon completion of the overcrossing and its opening to vehicular traffic, which includes three years of complex detour (four stages) vehicular routing, Laurel Park temporary at-grade crossing and Dominguez Street at-grade crossings shall be closed and physically removed. The existing Del Amo Boulevard crossing (Crossings BG-497.2 and BBM-497.56) should be closed during the initial phases of construction.

3. Protection at the realigned and altered Rancho Way at-grade crossing (Crossing BBM-497.54-C) and the Laurel Park Road existing and temporary at-grade crossings (Crossings BBM-496.96 and BG-496.6, respectively) shall be as set forth in Appendix A.

4. Clearances shall be in accordance with GO 26-D.

5. 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.

6. 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 Rail Safety and Carriers Division prior to commencing construction. Should the parties fail

A. 97-07-006 RSAC/RRT/sh

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, County shall notify the Commission 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.

Application 97-07-006 is closed.

This order becomes effective 30 days from today.

Dated JAN 21 1998 at San Francisco, California.

P. GREGORY CONLON

President

JESSIE J. KNIGHT, JR.

HENRY M. DUQUE

JOSIAH L. NEEPER

RICHARD A. BILAS

Commissioners

A P P E N D I X "A"

As part of the proposed project to construct Del Amo Boulevard Overhead at separated grades over Union Pacific Railroad Company's (UP) San Pedro and Wilmington Branch Lines, formerly owned by Southern Pacific Transportation Company (SPT), County of Los Angeles (County), also acting on behalf of City of Carson (City), proposes to relocate and alter, construct, and close at-grade crossings in and near Carson, Los Angeles County, as shown on plans attached to the application and more particularly as set forth below:

1. Del Amo Boulevard at-grade crossings: The existing Del Amo Boulevard at-grade crossings BG-497.2 (San Pedro Branch) and BBM-497.56 (Wilmington Branch) shall be permanently closed and physically removed, during initial stages of construction.

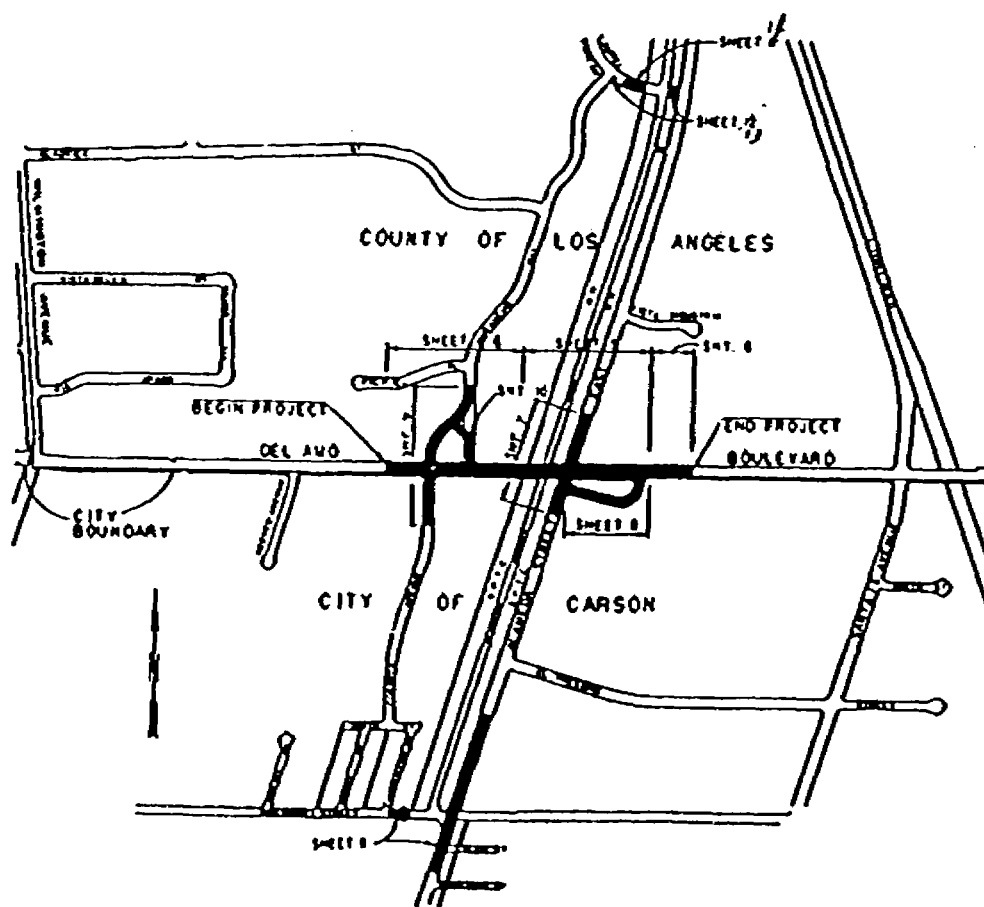
2. Dominguez Street at-grade crossings: Upon completion of Del Amo Boulevard Overhead and its opening to vehicular traffic, the existing Dominguez Street at-grade crossings BG-497.8 (San Pedro Branch) and BBM-498.08 (Wilmington Branch) shall be permanently closed and physically removed.

3. Existing Laurel Park Road at-grade crossing: Protection at the existing Laurel Park Road at-grade crossing BBM-496.96 (Wilmington Branch) shall be two Standard No. 9-A automatic gate-type signals with additional flashing lights on cantilever arms (General Order (GO) 75-C) and with additional flashing lights facing both northbound and southbound traffic lanes of the west barrel of Alameda Street.

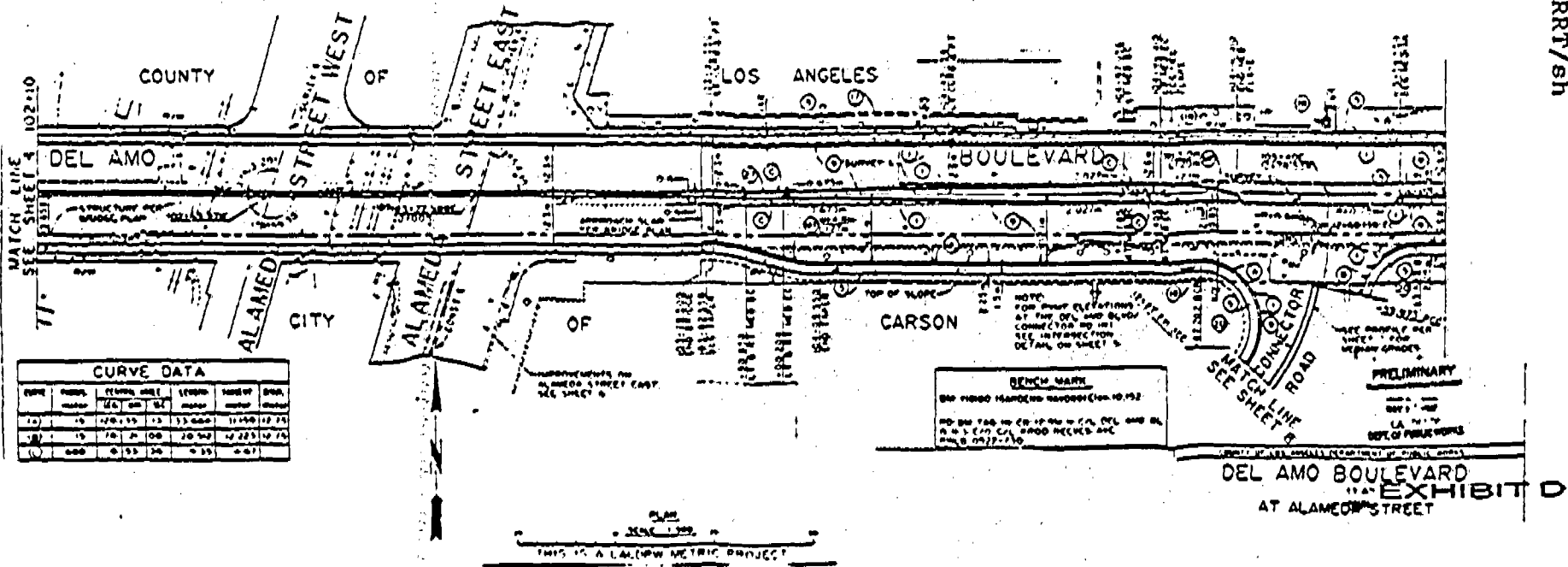
4. Temporary Laurel Park Road at-grade crossing: A temporary detour at-grade crossing of Laurel Park Road across the San Pedro Branch Line from the west barrel to the east barrel of Alameda Street will be constructed and opened to vehicular traffic. Crossing protection shall be two Standard No. 9-A automatic gate-type signals with additional flashing lights on cantilever arms (GO 75-C) and with additional flashing lights facing both northbound and southbound traffic lanes of both the west and east barrels of Alameda Street. Upon completion of the Del Amo Boulevard Overhead and its opening to vehicular traffic, the crossing shall be closed and physically removed and the crossing protection shall be physically removed.

5. Rancho Way at-grade crossing: Rancho Way will be realigned westerly to line up with Fordyce Avenue. Rancho Way at-grade crossing BBM-497.54-C (Wilmington Branch spur track) will be altered to accommodate the realignment. Crossing protection shall be two Standard No. 9-A automatic gate-type signals with additional flashing lights on cantilever arms (GO 75-C).

DEL AMO BOULEVARD AT ALAMEDA STREET



KEY MAP
NO SCALE



CURVE DATA						
STATION	PC	PT	PI	PT	PI	PC
102+00	102+00	102+00	102+00	102+00	102+00	102+00
102+00	102+00	102+00	102+00	102+00	102+00	102+00
102+00	102+00	102+00	102+00	102+00	102+00	102+00
102+00	102+00	102+00	102+00	102+00	102+00	102+00
102+00	102+00	102+00	102+00	102+00	102+00	102+00
102+00	102+00	102+00	102+00	102+00	102+00	102+00
102+00	102+00	102+00	102+00	102+00	102+00	102+00
102+00	102+00	102+00	102+00	102+00	102+00	102+00
102+00	102+00	102+00	102+00	102+00	102+00	102+00