

Mailed: September 3, 1999

Decision 99-09-011 September 2, 1999

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of ALAMEDA)
CORRIDOR TRANSPORTATION AUTHORITY))
(ACTA), for an order authorizing the construction)
of the Alameda Corridor's Redondo Junction)
Grade Separation project which consists of the)
following new crossings and modifications to)
existing crossings : 1) Railroad over railroad -)
New Southern California Regional Rail Authority)
(SCRRA) tracks, on an aerial structure, over)
ACTA and Union Pacific (UP) main tracks.)
2) Railroad over highway - New SCRRA tracks,)
on an aerial structure, over Washington Boulevard.)
3) Railroad over railroad - New SCRRA tracks,)
on an aerial structure, over Burlington Northern)
Santa Fe (BNSF) new/relocated tracks. 4) Railroad)
over highway - Existing Soto Street crossing)
modified/widened to accommodate BNSF and)
SCRRA tracks, thus replacing existing bridge with)
new bridges. All these crossings are in the City of)
Los Angeles, County of Los Angeles, California.)

Application 98-04-047
(Filed April 23, 1998)
Amended May 10, 1999)

ORDER CORRECTING DECISION 98-10-015

By Decision (D.) 98-10-015, dated October 8, 1998, the Alameda Corridor Transportation Authority (ACTA) was authorized to construct a railroad-railroad grade separation structure known as Redondo Junction for the tracks of the Southern California Regional Rail Authority (SCRRA) to pass over the tracks of ACTA, the Union Pacific Railroad Company, and The Burlington Northern Santa Fe Railway Company (BNSF). The structure will also go over Washington Boulevard, and the Soto Street Grade Separation will be altered and reconstructed, all within the City of Los Angeles, Los Angeles County, as set forth and described in the original application, and the subsequent amendment.

Upon further review of existing on-site ground conditions in the construction project area, it was determined by ACTA engineers assigned to the Redondo Junction grade separation structure, that a temporary vertical clearance of 21 feet, 6 inches would be required to permit proper placement of the false work during construction. In all other respects A.98-04-047 remains unchanged.

In Resolution ALJ-176-2988 dated March 12, 1998, the Commission preliminarily categorized this application as ratesetting, and preliminarily determined that hearings were not necessary. No protests have been received. The Commission's Rail Safety and Carriers Division recommends that this application be granted. Given these developments, public hearing is not necessary, and it is not necessary to disturb the preliminary determinations made in Resolution ALJ 176-2988.

The amendment is also an uncontested matter in which the decision grants the relief requested. Accordingly, pursuant to PU Code Section 311(g)(2), the otherwise applicable 30-day period for public review and comment is being waived.

Findings of Fact

1. Paragraph two, Page three of the Ordering Paragraph, of D.98-10-015, dated October 8, 1998, requires that all clearances be in compliance with General Order 26-D.
2. Revising paragraph two, Page three of the Ordering Paragraph of D.98-10-015 is necessary to conform to the temporary impaired clearance requested by ACTA.

Conclusion of Law

1. D.98-10-015 should be corrected and modified as set forth in the following order.

IT IS ORDERED that:

1. Paragraph two of the Ordering Paragraph, on page three of D.98-10-015 is modified as follows:

“Clearances shall be in accordance with General Order (GO) 26-D, with the temporary exception during construction allowing a proposed minimum vertical clearance of 21 feet, 6 inches for the proposed SCRRA tracks over the relocated BNSF tracks. 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.”

2. In all other respects, D.98-10-015 in Application 98-04-047 shall remain in full force and effect.

This order is effective today.

Dated September 2, 1999, at San Francisco, California.

RICHARD A. BILAS
President
HENRY M. DUQUE
JOSIAH L. NEEPER
JOEL Z. HYATT
CARL W. WOOD
Commissioners