

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

SAFETY DIVISION
UTILITIES SAFETY BRANCHRESOLUTION SU-1*
April 26, 1989**R E S O L U T I O N****ORDER AUTHORIZING LOS ANGELES COUNTY TRANSPORTATION
COMMISSION TO DEVIATE FROM RULE 37 OF GENERAL ORDER NO.
95 RELATING TO GROUND CLEARANCE OF TROLLEY CONTACT WIRES**

By letter dated June 30, 1987, and by Application 88-07-033 filed July 19, 1988 Los Angeles County Transportation Commission (LACTC) has requested authorization to deviate from the requirement of Rule 37 of General Order No. 95 which specifies that trolley contact wires have a clearance of 19 feet when crossing thoroughfares. By letter dated December 6, 1988 LACTC requested that the deviation from General Order No. 95 be separated from Application 88-07-033 which also requests authorization for grade crossings. This deviation is being requested because there isn't enough clearance between the Santa Monica Freeway and Flower St. to meet the 19' requirement for trolley wires.

The facts are as follows:

1. LACTC has requested the construction of trolley contact wires with clearances above the pavement of less than 19 feet in four locations A through D on Flower Street in the city of Los Angeles as follows and as marked on sheet 1 of 2 in Appendix A:
 - A. Across the driveway north of and adjacent to the Santa Monica Freeway Grade Separation Structure - clearance 14' - 9".
 - B. Beneath the Santa Monica Freeway Grade Separation - clearance 14' - 6".
 - C. Across the Santa Monica Freeway Eastbound On Ramp - clearance 16' - 8".
 - D. Across 18th Street - clearance 18' - 10".
2. The minimum height of the existing freeway structures above Flower Street is 15' - 3".

Resolution SU-1*

3. Flower Street is one-way southbound and cannot be lowered without incurring major design changes and expenses.
4. A left turn sign will be installed ahead of the driveway at Location A. The clearance of the sign above the pavement will be 14' - 0" and it will read, "Left Turn Restricted Clearance Electric Wires 14' - 0"" (See Appendix A, Sheet 2).
5. Vehicle traffic will not be permitted in the track area on Flower Street beneath the freeway structures where the proposed trolley contact wire clearance is 14' - 6" at Location B.
6. Vehicle traffic turning left at Location C will have passed under a freeway structure with 15' - 3" clearance before reaching the proposed trolley wire at Location C with 16' - 8" clearance.
7. LACTC'S request has been reviewed by the Commission's Safety Division staff. The clearances at Locations A, B and C are as much as can reasonably be obtained. The proposed clearance at Location D can be increased 2" to 19' - 0" and not exceed a reasonable gradient in the contact wires.
8. We find that LACTC's proposal to install contact wires at Locations A, B and C with clearances of 14' - 9", 14' - 6" and 16' - 8" respectively above the pavement is a reasonable and safe alternative to the 19' - 0" clearance prescribed in General Order 95.
9. We find that the proposed 18' - 10" clearance above 18th Street, Location D, should be increased to 19' - 0".

THEREFORE, IT IS ORDERED that:

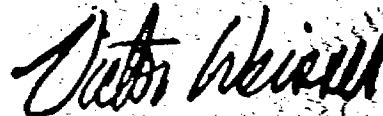
1. LACTC is authorized to deviate from Rule 37 of General Order No. 95 to install the trolley contact wires at Locations A, B and C as shown in Appendix A, Sheet 1, with clearances above pavement of 14' - 9", 14' - 6" and 16' - 8" respectively.
2. As a condition for this deviation, LACTC will install and maintain an overhead sign at Location A reading "Left Turn Restricted Clearance Electric Wires 14' - 0"" with a clearance of 14' - 0" above the pavement.

Resolution SU-1*

3. LACTC's request to deviate from Rule 37 of General Order No. 95 to install the trolley contact wires at Location D as shown in Appendix A, Sheet 1, at 18th Street with clearance above pavement of 18' - 10" is denied.
4. This Resolution is effective today.

I hereby certify that this Resolution was adopted by the Public Utilities Commission at its regular meeting on April 26, 1989. The following Commissioners approved it:

G. MITCHELL WILK
President
FREDERICK R. DUDA
STANLEY W. HULETT
JOHN B. OHANIAN
PATRICIA M. ECKERT
Commissioners



Executive Director

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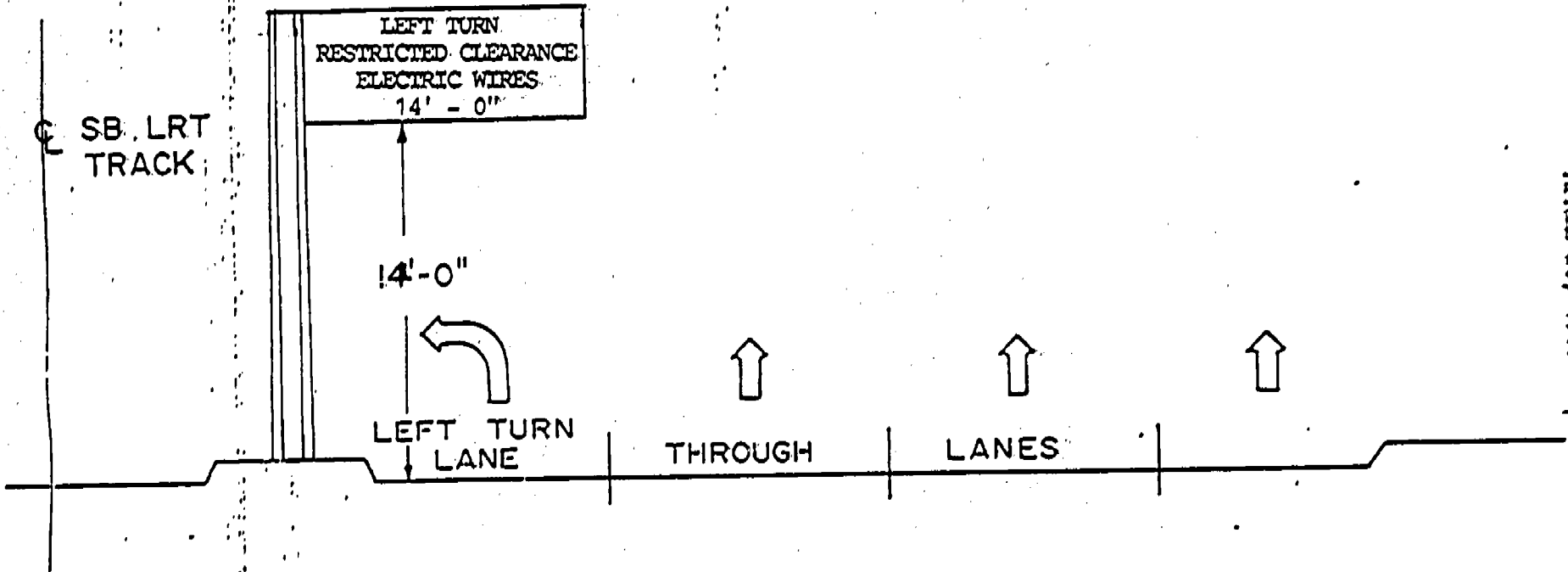
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RESOLUTION SJ-1*
APRIL 26, 1989

OVERHEAD SIGN PER CALTRANS STD. PLAN S40G-1

SCALE: NTS

APPENDIX A (SHEET 2 OF 2)