

Decision No, 28827

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of the People of the State of California, on relation of the Department of Public Works, for an order authorizing the alteration and relocation of certain existing crossings at grade, and the construction of a new crossing at grade and a new crossing at separated grades of the State highway and the tracks of the Los Angeles and Salt Lake Railway (Union Pacific System), on and in the vicinity of Grevelia Street, in the City of South Pasadena, County of Los Angeles, State of California.

ORIGINAL

Application No. 21727.

BY THE COMMISSION:

ORDER

The People of the State of California, on relation of the Department of Public Works, filed the above numbered application seeking permission to relocate and reconstruct a portion of the Pasadena Branch line of the Union Pacific Railroad Company along Grevelia Street between Arroyo Drive and a point just east of Fremont Avenue, in the City of South Pasadena, a total distance of approximately one mile. The relocation is necessitated in order that the tracks will be removed from the area to be occupied by the new Arroyo Seco Parkway, a depressed high speed highway which it is proposed to construct between the cities of Pasadena and Los Angeles. The shift in tracks, as proposed in this application, will necessitate the relocation of certain existing crossings, distances varying from twenty-five to one hundred feet, the

elimination of three existing crossings and the construction of a grade separation under the Union Pacific tracks immediately east of Fremont Avenue.

Rail traffic over the line involved consists of one freight train each way per day, with a speed restriction of twenty miles per hour.

In its letters of January 28th and January 31st, 1938, the Union Pacific Railroad Company has indicated that it would offer no opposition to the shift in tracks as proposed. We are further informed that the City of South Pasadena is agreeable to assuming the maintenance cost of the new grade crossings after their completion.

It appearing that a public hearing is not necessary herein, that it is neither reasonable nor practicable at this time to provide grade separations or to avoid grade crossings with said tracks at the points mentioned; therefore,

IT IS HEREBY ORDERED that:

1. The Union Pacific Railroad Company is authorized to relocate and reconstruct one branch track at grade across certain streets in the City of South Pasadena, at the locations described in the application. These streets, together with identification numbers of the crossings and the protection to be provided at each, are shown in the following tabulations:

<u>Name of Street</u>	<u>To be Identified as Crossing No.</u>	<u>To be Protected by</u>
Arroyo Drive	3B-6.95	1 Std. #1 crossing sign 1 Std. #3 wigwag
Arroyo Vista Place	3B-6.97	1 Std. #1 crossing sign
Grand Avenue	3B-7.11	1 Std. #1 crossing sign 1 Std. #3 wigwag
Orange Grove Avenue	3B-7.26	1 Std. #1 crossing sign 1 Std. #3 wigwag
Prospect Lane	3B-7.30-D	1 Std. #1 crossing sign
Prospect Avenue	3B-7.38	2 Std. #1 crossing signs
Meridian Avenue	3B-7.46	1 Std. #1 crossing sign 1 Std. #3 wigwag
Magnolia Lane	3B-7.50-D	1 Std. #1 crossing sign
Fairview Avenue	3B-7.57	1 Std. #1 crossing sign
Fremont Avenue	3B-7.69	1 Std. #1 crossing sign 1 Std. #3 wigwag

II. The People of the State of California, on relation of the Department of Public Works, are authorized to construct Arroyo Seco Parkway (Road VII-LA-205-S.PAS.), at separated grades under the Pasadena branch of the Union Pacific Railroad Company at the location as shown on the map (Exhibit "A"), attached to the application, to be identified as Crossing No. 3B-7.72-B.

This Order is subject to the following conditions:

- (1) The cost of constructing the grade crossings, together with the installation of the necessary protective devices, and the cost of constructing the grade separation, shall be borne by the Department of Public Works of the State of California.
- (2) The maintenance of the grade crossings outside of lines two feet outside of the rails shall be borne by the City of South Pasadena. The Union Pacific Railroad Company shall bear the maintenance cost between such lines, together with the maintenance cost of the signal devices. Widths of the grade crossings shall be as shown on Exhibit "A", attached to the application, and grades of approach shall in no case exceed six per cent. Construction shall be equal or superior to Standard No. 2 of General Order No. 72.

- (3) Applicant shall file with the Commission, within one year - (1) a copy of an agreement entered into between the parties relative to the construction and maintenance of Crossing No. 3B-7.72-B; and (2) plans of said grade separation approved by the Union Pacific Railroad Company.
- (4) Upon completion of the construction of the crossings authorized herein, the Union Pacific tracks, shown in yellow on Exhibit "A", attached to the application, shall be abandoned and removed and Crossings Nos. 3B-7.31, 3B-7.32 and 3B-7.67 shall be abandoned and closed.
- (5) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings and of its compliance with the conditions hereof.
- (6) The authorization herein granted shall lapse and become void if not exercised within two (2) years from the date hereof, unless further time is granted by subsequent order.
- (7) The Commission reserves the right to make such further orders, relative to the location, construction, operation, maintenance and protection of said crossings, as to it may seem right and proper and to revoke its permission if, in its judgment, public convenience and necessity demand such action.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 14th day of February, 1938.

Walter H. ...
John ...
George ...