

Decision No. 31249

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
the CITY OF BURBANK, a municipal cor-) Application No. 21706
poration, for the installation of cer-)
tain traffic signals.)

H. I. Stites, City Manager, and
R. W. Swagler, City Attorney,
for City of Burbank.

C. W. Cornell, for Southern Pacific Company.

ORIGINAL

RILEY, Commissioner.

O P I N I O N

In this application, filed by the City of Burbank, the Commission is asked to apportion the costs of a proposed traffic signal installation at the intersection of San Fernando Road with Southern Pacific Company's main line through the San Joaquin Valley (Crossing No. B-470.8).

It is proposed to synchronize these traffic signals with rail movements on the Southern Pacific tracks and the City is agreeable to paying all of the costs of the signals and signal wiring, amounting to some \$1,900, and, in addition, has expressed itself as willing to pay up to \$2,000 toward the cost of the necessary track circuit control to synchronize the signals with the rail movements.

The intersection involved is a highly important one, from the standpoint of vehicular traffic as well as rail traffic. Exhibit No. 2 is a chart on which have been delineated the results of a twelve-hour traffic check made in December, 1936. This count shows that during the period there were 9,536 cars over the crossing. Exhibit No. 4 is a tabulation of rail movements indicating that, on

an average, nine passenger trains, twelve freight trains and five light engines pass over this crossing during a twenty-four hour period at permissible speeds of fifty miles per hour for passenger trains and thirty miles per hour for freight trains and light engines.

The following tabulation is taken from Exhibit No. 5, introduced by Southern Pacific Company, showing the estimated cost of providing the necessary track circuit control for the signals involved:

Ea.	4	Directional track circuits		\$900	
"	4	Speed control circuits		600	
"	1	Relay shelter & Foundation		150	
		Various relays		164	
"	22	Insulated Joints (increased cost)		220	
"	12	Insulated Joints (new)		156	
		Line circuit		30	
		Rearrange existing circuits		45	
Lot	1	Miscellaneous material		407	
		Labor to install	\$940		
		Move gang to job	50		
		Material handling charge		186	
		Sales tax		80	
		Equipment rental		109	
		Freight commercial		100	
		Supervision		99	
		Insurance & Liability		45	
		Pension & State Unemployment		53	
		Contingencies	<u>100</u>	<u>355</u>	
			1,090	3,700	
		<u>TOTAL COST</u>			\$4,790

SALVAGE

Ea.	1	Interlocking relay	10	
"	22	Ordinary Joints	<u>28</u>	
		Dr.M.O.H.		\$38
		<u>NET TOTAL COST</u>		\$4,752

As stated above, the City of Burbank has expressed itself as willing to assume up to \$2,000 of this cost. As opposed to this, however, Southern Pacific Company takes the position that the City should assume fifty per cent of the cost of the track control circuit or, based upon the above estimate, the sum of \$2,376.

Thorough study of this estimate, even excluding the item of \$455 for contingencies, leads to the conclusion that it is more than liberal to defray the costs which might be incurred in synchronizing these signals. This statement is borne out by the testimony of a

Southern Pacific witness, who stated that the estimate would be ample under any conceivable conditions. As a matter of fact, I am of the opinion that the actual cost of installation in all probability will be considerably less than the estimated cost and that it might be reduced to \$4,000 or perhaps even less. Should such an eventuality arise, under the expressed agreement of the City of Burbank to assume \$2,000 of the cost, the parties would be in complete agreement as to the installation.

Numerous conferences have been held, at which representatives of the City, the Company and the Commission's engineering staff have been present, and at no time has there been any difference of opinion as to the necessity for the installation of the traffic signals as proposed. Some study and thought have been given to the possibility of a grade separation at this location, but, due to the fact that San Fernando Road is parallel and immediately adjacent to Southern Pacific Company's tracks on the west, the cost of such a separation would be prohibitive at this time.

Careful consideration leads me to the conclusion that the proposed improvement is in the public interest and that the cost to the City of Burbank should not exceed, and will probably be less than, the amount it has agreed to assume. As a matter of principle and precedent, I am of the opinion that division of costs of this track circuit control should be on the basis of fifty per cent to each of the parties. It further appears that the expense of maintaining the traffic signals at the intersection should be borne by the City of Burbank and that the expense of maintaining the wigwags and track circuits should be borne by Southern Pacific Company.

I recommend the following Order.

O R D E R

Public hearing having been held, the matter being under submission and the Commission being fully advised,

IT IS HEREBY ORDERED that the City of Burbank is hereby authorized to install three-interval traffic signals at the intersection of Empire Avenue, Victory Place and San Fernando Road, said signal system to be synchronized with Southern Pacific Company's main San Joaquin Valley Line so as to provide protection for vehicles at the grade crossing of San Fernando Road (Crossing No. B-470.8), subject to the following conditions:

- (1) The entire cost of providing traffic signals at the intersection of Empire Avenue, Victory Place and San Fernando Road shall be borne by the City of Burbank.
- (2) The cost of installing the necessary circuits for the synchronization of these signals with the rail movements shall be borne on a basis of fifty per cent (50%) by the City of Burbank and fifty per cent (50%) by Southern Pacific Company.
- (3) The maintenance of the traffic signals shall thereafter be borne by the City of Burbank and the maintenance of the synchronization mechanism, as well as the continued maintenance of the existing wig-wag signals, shall be borne by Southern Pacific Company.
- (4) Southern Pacific Company shall, within sixty (60) days from the date of this Order, submit a plan of the proposed installation for the Commission's approval.
- (5) The City of Burbank shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of the protective devices authorized herein and of its compliance with the conditions hereof.
- (6) The authorization herein granted shall lapse and become void if not exercised within one year 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 protection of said intersection, 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 twenty (20) days from the date hereof.

The foregoing Opinion and Order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 12th day of September, 1938.

Richard A. ...
Dean ...
Frank ...
Ray & Wiley

Commissioners.