

ORIGINAL

Decision No. 41964

BEFORE THE PUBLIC UTILITIES 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 abolition of crossings at grade, alteration of existing crossings at grade, installation of crossings at grade (including certain temporary grade crossings) and construction of crossings at separated grades of the State Highway, Route 69 (Eastshore Freeway), collectively referred to as the "42nd Avenue Interchange", and the tracks of the Southern Pacific Railroad, and the Western Pacific Railroad, at High Street and 42nd Avenue, in the City of Oakland, Alameda County, California.)

Application No. 29279

ORDER

In this application the Department of Public Works of the State of California requests authority for the construction of a number of crossings at grade and at separated grades with railroad tracks and for the alteration and abolition of certain existing crossings, all in connection with the construction of the so-called 42nd Avenue Interchange, a portion of the Eastshore Freeway project in the City of Oakland. The interested railroad companies and the City of Oakland have indicated their consent to the proposals.

IT IS ORDERED that the Department of Public Works of the State of California is hereby authorized to construct, alter, and abolish crossings with railroad tracks as shown and subject to the conditions stated herein.

I. To construct crossings at separated grades as follows:

1. The so-called "High Street Viaduct," this being the crossing of the Eastshore Freeway over the Alameda Avenue drill track of Southern Pacific Company at locations marked "B" and "C" on Exhibit "A" attached to the application, said separations to be accomplished by construction of two steel and concrete structures each having a width of twenty-six (26) feet and carrying a

portion of the 4-lane divided highway. The structure carrying northbound traffic shall be identified as Crossing No. D-10.89-CA and that carrying southbound traffic as Crossing No. D-10.90-CA.

2. The so-called "Sather Underpass," this being the 42nd Avenue connection to the freeway under the existing 4-track main line and one existing spur track of Southern Pacific Company, with provision for one additional future track, all at location marked "P" on said Exhibit "A" to be identified as Crossing No. D-10.28-B.

3. The so-called "Melrose Underpass," this being the 42nd Avenue connection to the freeway under the single track main line of The Western Pacific Railroad Company, with provision for one future track at the location marked "W" on said Exhibit "A", to be identified as Crossing No. 4-10.25-B.

The construction and maintenance costs of said crossings shall be borne in accordance with agreements between the parties and copies of said agreements, together with plans of said crossings approved by the respective railroad companies, shall be filed with the Commission prior to the commencement of construction. If parties fail to agree, the Commission will apportion the costs by further order.

II. To construct crossings at grade as follows:

1. A crossing of the outer highway of said freeway (constituting in part a relocation of a portion of Clement Street) with the Alameda Avenue drill track of Southern Pacific Company at the location marked "A" on said Exhibit "A", to be identified as Crossing No. D-10.87-C. Said crossing shall be constructed equal or superior to Standard No. 2 of General Order No. 72 and protected by two Standard No. 5 or No. 8 flashing light signals (G. O. No. 75-B).

2. Temporary shoofly crossings of two main line tracks and a spur track of Southern Pacific Company with High Street, at the location marked "P-1" on said Exhibit "A", temporarily replacing crossings of existing tracks with said High Street (Crossing No. D-10.4), and to carry the same identifying number. Said crossings shall be constructed equal or superior to Standard No. 2 of General Order No. 72 and protected by existing signs and signals which may be relocated.

Upon completion of the proposed "Sather Underpass" referred to in Sections I - 2 above said temporary crossings shall be removed.

III. To alter existing crossings at grade as follows:

1. The existing crossing of High Street with the Alameda Avenue drill track of Southern Pacific Company (Crossing No. D-10.93-C), to be widened in the manner shown at location marked "D" on said Exhibit "A". Type of construction shall be equal or superior to Standard No. 2 of General Order No. 72 and the crossing shall be protected by vehicular type traffic signals actuated by rail movements. The manner of control and indication displayed by said signals, in so far as rail movements are concerned, shall be subject to approval of the Commission's engineer.

2. The existing crossing of 41st Avenue with the main line track of The Western Pacific Railroad Company (Crossing No. 4-10.2), by widening to thirty-two (32) feet as shown at the location marked "X" on said Exhibit "A". Type of construction shall be equal or superior to Standard No. 2 of General Order No. 72 and said crossing shall be protected by one Standard No. 1-A crossing sign (G. O. No. 75-B).

3. The existing crossing of 40th Avenue with the main line track of The Western Pacific Railroad Company (Crossing No. 4-10.15), as indicated at "Y" on said Exhibit "A", to be improved by the installation of two Standard No. 5 or No. 8 flashing light signals (G. O. No. 75-B).

IV. To abolish crossings at grade as follows:

Upon or before the completion of the construction and alteration of crossings as herein authorized, the following crossings at grade shall be abolished in the manner shown.

<u>Crossing No. and Exhibit "A" Reference</u>	<u>Street</u>	<u>Track</u>	<u>Manner of abolition</u>
D-10.90-C (E)	Clement	Alameda Ave. Drill	Close street
D-10.29-C (R)	Wattling	42nd Ave. Spur	Remove track
D-10.37-C (S)	San Leandro	42nd Ave. Spur	Remove track
D-10.45-C (T)	12th St.	42nd Ave. Spur	Remove track
4-10.25 (W)	42nd Ave.	Western Pacific Main Line	Construct subway
4-10.2 (Z)	41st Ave.	Western Pacific Spur	Remove one spur track

The cost of constructing, altering and abolishing the crossings described in Sections II, III and IV above, including the cost of protection, shall be borne by applicant, and the cost of maintaining said crossings and protection shall be borne in accordance with agreements between applicant, City of Oakland, Southern Pacific Company and The Western Pacific Railroad Company, copies of which shall be filed with the Commission on or before completion of the work herein authorized. Should the parties fail to agree, the Commission will allocate such cost by further order.

Within thirty days after completion pursuant to this order applicant shall so advise the Commission in writing. This authorization shall become void if not exercised within two years unless time be extended or if conditions are not complied with. The effective date of this order shall be twenty days from the date hereof.

Dated at San Francisco, California, August 17,

1948.

A. J. Dwyer
Justice J. Calver
August J. Powell
Harold D. Kula
Samuel P. Potts
 COMMISSIONERS