

ORIGINAL

Decision No. 45834

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the)
 COUNTY OF SEASTA, a political subdivision)
 of the State of California, for a public)
 county highway crossing at grade over the) Application No. 32083
 Southern Pacific Railroad Company tracks)
 at S.P. Mile Post 253.65, approximately 3)
 miles south of Redding, California.)

In the Matter of the Application of the)
 COUNTY OF SHASTA, a political subdivision)
 of the State of California, for a public)
 county highway crossing at grade over the) Application No. 32084
 Southern Pacific Railroad Company tracks)
 at S.P. Mile Post 254, approximately 3)
 miles south of Redding, California.)

CLAUDE H. CALDWELL, Deputy District Attorney,
 For the County of Shasta, Applicant.
 ERNEST D. BREUNING, County Surveyor and Road Commissioner,
 For the County of Shasta, Applicant.
 R. J. LATHEROP, For Southern Pacific Company, Interested Party.
 BERT GIMBLIN, For the Residents of Waverly Manor,
 Interested Parties.
 NIELS Tobiasson, Interested Party.

O P I N I O N

In the two above applications the County of Shasta requests permission to construct two public crossings at grade with the tracks of Southern Pacific Company, one at milepost 253.65 (Application No. 32083) and the other at milepost 254.07 (Application No. 32084), between the Town of Anderson and the City of Redding in said County.

A public hearing was held in these matters before Commissioner Mitchell and Examiner Hall in Redding on April 12, 1951, at which time the matters were submitted for determination.

The Shasta Route main line of Southern Pacific Company runs in a general north and south direction between Anderson and Redding. Adjacent to and west of the railroad right of way is located State Highway U.S. 99 which is the main highway

through the Central Valley of California and extends northerly through Oregon and Washington. At the location of these two crossings the railroad has in place one main line track and one passing track. Southern Pacific Company operates over this line approximately 26 trains daily, both scheduled and extras, with a maximum speed restriction for passenger trains of 79 miles per hour.

The two crossings proposed herein will connect subdivisions located to the east of the railroad with U. S. Highway 99, and are located between Clear Creek to the south and Olney Creek to the north, each of which is a barrier to outlet from these subdivisions on the east side of the railroad. (1)

North of Olney Creek and adjacent to the east right of way of the railroad is County Road No. 54-A extending to Redding on the east side of the railroad. The record shows that if this road were extended southerly through the area involved and on to Anderson, these proposed crossings would not be necessary. However, at the present time these crossings are the only means of ingress and egress to the two subdivisions involved. The County, in its future planning, proposes to extend this road, but this will probably be five or six years hence.

The proposed crossing at Milepost 253.65 is located about 800 feet north of the station of Girvan. It is now a private crossing serving property which has been subdivided and known as Waverly Manor. Many houses have been constructed and occupied in this subdivision, as shown by Exhibit No. 1.

The proposed crossing at milepost 254.07 is at the location of a private crossing which serves the Tobiasson Subdivision east of the railroad. In this subdivision many houses have been built and occupied, the most of which are shown on Exhibit No. 2.

The two private crossings which are proposed to be made public in these proceedings are very narrow and hazardous, and two vehicles cannot pass each other and have difficulty in entering or leaving the State highway. Applicant proposes

(1) Exhibit No. 1, among other things, shows the location of Clear Creek and Olney Creek and their relation to the two crossings involved herein.

to improve these crossings by widening them to 26 feet and flaring the approaches as they enter the State highway, thereby giving room for two or more vehicles to stand in the clear of the State highway waiting for a passing train.

A clear view of approaching trains can be had at both of these crossings except in the southeast quadrant of the crossing at milepost 253.65 where the view is obstructed by an earth bank. This can be easily remedied by removing the top of the bank to below the eye level of automobile drivers and in so doing it might be that one pole carrying communication lines may require resetting.

A review of the entire record leads to the conclusion that the County of Shasta should, as expeditiously as possible, formulate and proceed with a definite plan for a road through the area east of the railroad track, and by so doing eliminate a large number of private crossings in the area as well as the crossings herein involved. In other words, it could become a service road to the State highway which is now very heavily used and is rapidly approaching the aspect of a freeway.

The question of providing automatic protection at the two grade crossings involved herein should be considered in connection with a grade crossing study between Anderson and Redding, looking toward the closing of unnecessary public and private crossings and prescribing appropriate protection for the public crossings to remain open which are considered necessary to offer the public reasonable access across this section of high-speed railroad. With this thought in mind the Commission, in granting authority to construct the two public crossings involved, will not at this time prescribe automatic protection, with the understanding that the County of Shasta and the Southern Pacific Company will each assign a representative in the near future to participate in the grade crossing survey, referred to above, with the Commission's staff. This engineering study is to give due consideration to the extension of the highway east of the railroad between Anderson and Redding as it relates to the grade crossing situation.

Under conditions as they now exist, the hazards at these two crossings will be largely reduced by improving them to the standard of public crossings.

therefore the application will be granted; however, applicant must bear in mind that this is regarded as a temporary expedient and it must pursue with diligence the remedies hereinbefore discussed and carry them out as early as possible.

O R D E R

A public hearing having been held and the matter being under submission, IT IS ORDERED that the Board of Supervisors of the County of Shasta, State of California, is hereby authorized to construct two public roads at grade across the tracks of Southern Pacific Company's Shasta Route Main Line at milepost 253.65 and milepost 254.07, between the stations of Girvan and Redding and as more particularly described in the applications and as shown by the maps attached thereto, subject to the following conditions:

- (1) The above crossings shall be identified as No. C-253.6 and No. C-254.1, respectively.
- (2) Southern Pacific Company, at its own expense, shall prepare the track to receive the pavement. The entire expense of constructing the crossings and approaches thereto shall be borne by applicant. The cost of maintenance of those portions of said crossings outside of lines two feet outside of the outside rails shall be borne by applicant. The maintenance of those portions of the crossings between lines two feet outside of the outside rails shall be borne by Southern Pacific Company.
- (3) The crossings and approaches shall be constructed of a width of not less than 26 feet and at an angle of approximately 90 degrees to the railroad, and with grades of approach not greater than 6 per cent; shall be constructed equal or superior to type shown as Standard No. 2 in our General Order No. 72; shall be protected by two Standard No. 1-A reflectorized crossing signs at each crossing, as specified in our General Order No. 75-B; and shall in every way be made suitable for the passage thereon of vehicles and other road traffic.
- (4) Applicant shall at its own expense remove sufficient earth from the bank in the southeast quadrant at Crossing No. C-253.6 in order to provide an unobstructed view of approaching trains within 400 feet to the south of the crossing from any point on the highway between the track and 100 feet to the east thereof. Should any poles require to be replaced or reset, this work shall be done at the expense of Southern Pacific Company.
- (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 become void if not exercised within one (1) year unless time is extended or if above conditions are not complied with.
- (7) This authorization may be revoked or modified if public convenience, necessity, or safety so require.

The authority herein granted shall become effective twenty (20) days after the effective date of this order.

Dated at San Francisco California, this 1st day of May,

1951.

R. E. Dwyer
James J. Cadden
Harold A. Hula
Samuel P. Patton
John E. Mitchell
COMMISSIONERS